

DUNCANS MILLS HISTORIC DISTRICT

SURVEY AND DESIGN GUIDELINES

DUNCANS MILLS, SONOMA COUNTY, CALIFORNIA



PREPARED FOR:

The County of Sonoma
Permit and Resource Management
Department
2550 Ventura Avenue
Santa Rosa, CA 95403-2829

PREPARED BY:

Diana J. Painter, PhD, AICP
Painter Preservation & Planning
7 Fourth Street, Suite 34
Petaluma, CA 94952

MARCH 2012

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PAINTER
PRESERVATION
& PLANNING
HISTORIC PRESERVATION & URBAN DESIGN

April 2, 2012

Ms. Lisa Posternak
Sonoma County PRMD
2550 Ventura Drive
Santa Rosa, CA 95403-2829

Re Duncans Mills Historic District Design Guidelines

Dear Lisa,

Attached please find a copy of the Duncans Mills Historic District Design Guidelines. In addition to the recommendations made in the Executive Summary for additions to the District, I have the following recommendations for removing four properties from the District and reconfiguring the boundary.¹ These properties are located along the southeastern leg of Steelhead Blvd. The remaining properties on this street were the subject of a windshield survey and considered for inclusion in the Duncans Mills Historic District. It was concluded, however, that the properties were either too 'new' or did not display sufficient integrity to be included in the District. These properties are listed below and appear on the attached map. .

PROPERTIES TO BE REMOVED FROM DISTRICT			
FID ²	APN	No.	Street
25	096-140-015	None	Steelhead Blvd.
26	096-140-014	25209	Steelhead Blvd.
27	096-140-023	25233	Steelhead Blvd.
30	096-140-010	25366	Steelhead Blvd.

Please do not hesitate to call if you have any comments or questions.

Sincerely,

Diana J. Painter, PhD
Owner/Principal architectural historian

¹ Note however that one property along Steelhead Blvd. is considered individually eligible for listing on the California and Sonoma County registers. See Executive Summary for more information.

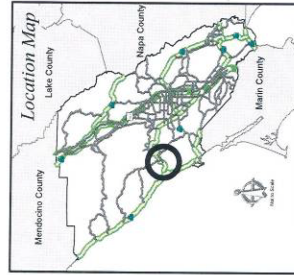
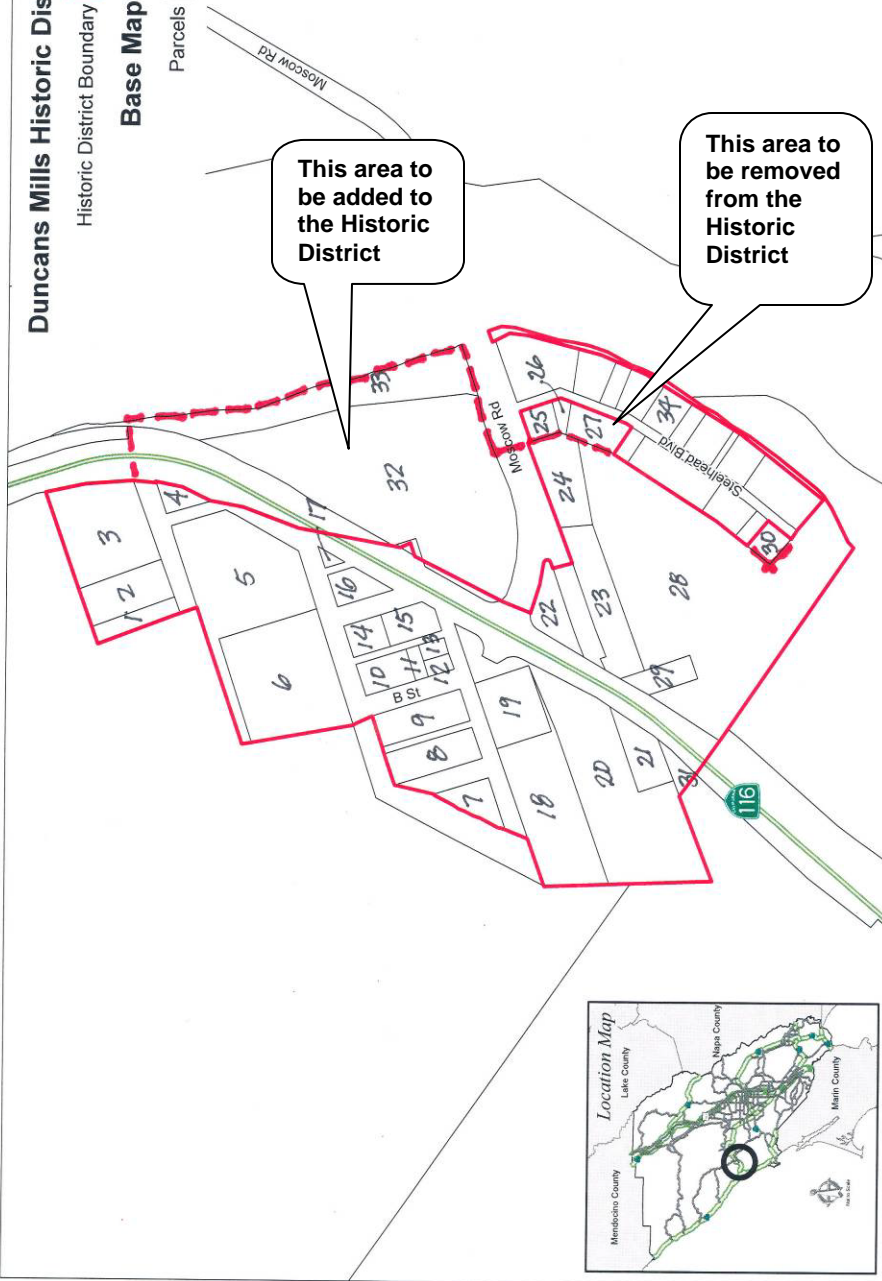
² Field Identification number.

Duncans Mills Historic District

Historic District Boundary

Base Map Data

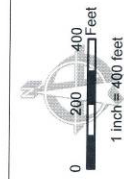
Parcels



Map Scale and Reproduction methods limit precision in physical features displayed. This map is for illustrative purposes only, and is not suitable for parcel-specific data. Site-specific studies are required for design and construction. Assessor's parcel data are current as of June 30, 2008.

No part of this map may be copied, reproduced, or transmitted in any form or by any means without written permission from the Permit and Resource Management Department (PRMD). PRMD can be photocopied by members of the public for review and comment purposes.

Author: PRMD Cartography D. Rinner File: 5.035-DATA/PRMD_BASE/PRMD Department Projects/Comprehensive Planning/Landmarks and Date: 02/04/2009



County of Sonoma

Permit and Resource Management Department
2550 Ventura Avenue, Santa Rosa, California 95403
707-565-1900 FAX 707-565-1103



DUNCANS MILLS HISTORIC DISTRICT SURVEY AND DESIGN GUIDELINES

Executive Summary

The County of Sonoma commissioned Painter Preservation & Planning to prepare a Survey and Design Guidelines for the Duncans Mills Historic District to inventory and update the documentation for this historic district in 2010. This resulting Duncans Mills Historic District Survey and Design Guidelines report summarizes the findings of the survey and provides design guidelines for administering the design review process in the Duncans Mills Historic District. This report includes the following components:

- An historic context statement for the District;
- State of California Department of Parks and Recreation (DPR) Primary Record (523A) forms for all buildings over 45 years of age in the District;³
- DPR Building, Structure, and Object (523B) Forms for all individually listed Sonoma County Historic Landmark buildings within the district;
- A DPR District (523D) Form for the district;
- A list of contributing and non-contributing buildings within the District; and
- Clear, illustrated design guidelines based on the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

A summary of the Duncans Mills Historic District's location, boundary, significance, and character-defining features is outlined below. Findings and recommendations follow. Note that the DPR 523 Forms contained in Appendix B, including the District Record, contain a more detailed complete description and evaluation of the Historic District.

OVERVIEW

The Duncans Mills Historic District is a geographically contiguous district consisting of approximately 31 properties located within the town of Duncans Mills. This district consists of commercial, institutional and residential buildings and four trains. It is located north (northwest) and south (southeast) of Highway 116, off B Street on the north side and Steelhead Blvd. on the south side. There are three buildings in Duncans Mills that are individually listed on the Sonoma County Inventory of Historic Resources as Sonoma County Historic Landmarks. These are the Railroad Depot, the Scotta (Duncans Mills) School, and the Superintendent's House (note that the Scotta School is nearly a ruin at this time). It is estimated that approximately nine properties in the District were previously considered contributing properties (including the three individually listed properties), judging by that fact that a Historic Resources Inventory was completed for these properties and/or subject buildings in the past.

Duncans Mills was established in 1877 by Alexander Duncan as a company town for the Duncans Mills Land and Lumber Company. In 1860 it was located, in conjunction with the mill, near the mouth of the Russian River, at the present location of Bridgehaven. The town moved when the

³ Note that buildings or structures were surveyed if they were 45 years old or older, in order to take into account the length of time that it may take to adopt the survey, thereby extending the usefulness of the survey and this document.

North Pacific Coast Railroad offered to build a bridge across the river at its present location, facilitating the movement of lumber and other goods from the mills in the region. This early history came to a close however in the first quarter of the twentieth century. The town was rehabilitated with additional infill construction in the 1970/1980s to close to its present appearance. A commercial center is located within the historical plat of the town. Another commercial center is located on the opposite side of the highway where the railroad, mill buildings, and lumber yards once were.

Today the community features primarily low-rise, wood-frame, wood-clad commercial and residential structures in the Italianate style, as well as vernacular structures dating from 1877 to the 1980s. Because the town was rehabilitated in the late 1970s/early 1980s, when historic preservation values differed from values today, and because a number of new infill structures have been added, the architectural integrity of the town as a whole is not high. No buildings remain from the original mill, but the 1907 railroad depot has been restored, as well as an early commercial building dating from 1877, John Orr's Saloon. Several early homes and commercial structures remain as well. However, the town retains an overall character that conveys a sense of its history, and the quality of the infill development is very good. It is primarily this character that is addressed in these guidelines.

Boundary

The Duncans Mills Historic District encompasses the two commercial centers in Duncans Mills, both of which are oriented toward Highway 116. It also encompasses three residential clusters, all on the northwest side of the highway and at the periphery of the Historic District. For more information, see *Appendix A: Map of the Duncans Mills Historic District*.

Period of Significance

The period of significance for the Duncans Mills Historic District is 1877 to 1961.

Areas of Significance

Consistent with California Register of Historical Resources (CRHR) Criterion 1, the Duncans Mills Historic District is significant as a place that has made a significant contribution to the broad patterns of local history. The Duncans Mills community was established in 1877 as a company town associated with the Duncans Mills Land and Lumber Company. It was associated with that industry until the first quarter of the twentieth century. It is also significant for its association with the history of the narrow gauge North Coast Pacific Railroad in the Russian River, and the role of that railroad in the history of the timber industry in the Russian River. One building and a four train cars remain from that era and retain those associations. Today the town is divided by and also oriented toward Highway 116, just as it was historically oriented toward the railroad, which followed the same route. It retains a collection of its earlier buildings through preservation efforts, and some of the historical qualities of the historic town through preservation and infill development.

Character-Defining Features

The following character-defining features are typical of the most historic structures within the Duncans Mills Historic District.

- one and two-story, wood-frame buildings
- wood siding – v-groove drop siding, shiplap siding in a channel rustic pattern, board-and-batten, and shingles
- front and side gable roofs, hip roofs, and gable-on-hip roofs for residential development
- gable roofs, many with false fronts, for commercial development
- multi-light, wood-frame casement windows and double-hung, wood-sash windows with divided lights
- paneled doors, often with lights in the upper portion
- porches with shed and hip roofs supported by brackets or simple supports
- building orientation with primary entrances facing the street and highway, close to the natural grade

FINDINGS

Within the survey area and Duncans Mills Historic District surveys were completed for 16 properties encompassing approximately 27 primary structures, four trains, and one landscape feature. The properties that were not surveyed were either vacant or under 45 years of age.⁴ Of the remaining properties, eight are considered contributing to the District.⁵ Three buildings on two properties and four trains on two properties that were previously not considered historic resources have been included as historic resources as part of this survey. These include two residences at 25200 Hwy. 116 and the Blue Heron Restaurant at 25275 Steelhead Blvd.

The table below summarizes the survey findings. Note again that the numbers here can be misleading, as several properties contain several buildings, some of which are contributing and some non-contributing.

Contributing/Non-Contributing Properties

Historic Contributing Properties	8
Historic Non-Contributing Properties	2
Non-Historic, Non-Contributing Properties	5
Vacant Properties	<u>13</u>
Total	28

In this survey properties were considered non-contributing due primarily to a loss of integrity. The greatest threat to the integrity of the Historic District as a whole are inappropriate renovations to historic buildings, which is not common, and lack of maintenance, in the case of the Scotta District School. The quality of infill development is, overall, very good. The character of the District as a whole is negatively affected by the large number of vacant parcels and the presence of Highway 116, which divides the District.

⁴ Note that while the survey documented buildings 45 years old and older, the threshold of 50 years old or older is used to determine whether buildings are contributing or non-contributing to the district.

⁵ Note that if just one building on a property was considered contributing, the entire property was counted as contributing to the Historic District.

RECOMMENDATIONS

Note that three additional properties outside the Historic District were surveyed for this project. These include the residence at 25260 Steelhead Blvd., APN 096-140-005; the Russian River Sportmen's Club at 25150 Steelhead Blvd., APN 096-170-007; and the Russian River Rodeo at 23450 Moscow Road, APN 096-170-006. The residence at 25260 Steelhead Blvd. was surveyed and evaluated as a potential individual landmark. It is considered eligible for listing on the California Register of Historical Resources and as a Sonoma County Landmark as a result of this survey.⁶ The Department of Parks and Recreation 523 Form for the property is included in Appendix C. The Russian River Sportsmen's Club and Russian River Rodeo were surveyed and evaluated as possible contributors to the Historic District, should the boundaries of the District be expanded.

The following properties are recommended here for inclusion in the District as part of an expansion of the District boundaries.

PROPERTIES TO BE ADDED TO THE DISTRICT			
FID ⁷	APN	No.	Street
32	096-170-006	23450	Moscow Road
33	096-170-007	25150	Steelhead Blvd.

⁶ Note that a more thorough physical recordation of the property should be made in the future.

⁷ Field Identification number.

DUNCANS MILLS HISTORIC DISTRICT SURVEY AND DESIGN GUIDELINES

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DUNCANS MILLS HISTORIC DISTRICT SURVEY AND DESIGN GUIDELINES

1. Introduction

PURPOSE

The purpose of this document is to provide updated information on the historic resources within the Duncans Mills Historic District and clear, concise guidance as to how existing and proposed new buildings and structures should be treated to maintain the District's historic character. The key to retaining Duncans Mills' unique character is to maintain important features of the existing buildings and the landscape and views, while ensuring that changes and new construction are compatible with their surroundings. The goal of the guidelines is to retain Duncans Mills' unique character by protecting this small, rural Sonoma County town's historic qualities that have existed and evolved for over 150 years, while preserving its attractions as a place to visit, live, work, and do business. These guidelines, as well as other incentives such as the use of the California Historical Building Code and tax advantages (under certain conditions), are also intended to assist property and business owners maintain the historic character of the town while enabling and guiding the changes that must occur in any vital community.

IN THIS DOCUMENT

The County of Sonoma commissioned Painter Preservation & Planning to prepare a Survey and Design Guidelines for the Duncans Mills Historic District in 2010 to inventory and update the documentation for this historic district, which was designated by the Sonoma County Landmarks Commission (Landmarks Commission) in 1982.

The Duncans Mills Historic District Survey and Design Guidelines include the following components:

- An historic context statement for the district;
- State of California Department of Parks and Recreation (DPR) Primary Record (523A) forms for all buildings over 45 years of age in the district;
- DPR Building, Structure, and Object (523B) forms for all individually listed landmark buildings within the district;
- DPR District (523D) form for the district;
- A list of contributing and non-contributing buildings within the district; and
- Clear, illustrated design guidelines based on the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

The guidelines are intended to both protect the existing character of the District and encourage compatible new construction. They are organized in the following manner. The first section on "Design Guidelines for Historic Buildings" addresses repair and maintenance of existing buildings materials. They then address the repair and maintenance of key building elements and features. In the second section is a discussion of "Additions to Historic Buildings." The third section on "Design Guidelines for New Buildings" provides guidelines for new infill construction of all types, including accessory structures. The final section on "Energy Efficiency Measures for

Historic Buildings and Properties” is also intended for all building types within the Historic District.

METHODOLOGY

Research Design

Archival research was undertaken by architectural historian Diana Painter to gather information about the history and development of Duncans Mills. The primary research repositories utilized were the Sonoma County History and Genealogy Library in Santa Rosa and the archives of the Sonoma County Landmarks Commission, which are located in the County Permit & Resource Management Department (PRMD). Standard histories of Sonoma County were referenced as well, in addition to primary and secondary sources specific to the history of Duncans Mills.

Field Work

The Duncans Mills Historic District was surveyed by Diana Painter. During site visits in February and March 2011, Ms. Painter systematically surveyed and documented the Duncans Mills Historic District through digital photography and field notes. Parcel and historic district boundary maps obtained from the County of Sonoma Permit & Resource Management Department (PRMD) were utilized for building identification, photo recording and field notes. Assessor data was also provided by PRMD, from which many of the construction dates for the survey were derived.

Recordation

In accordance with California Office of Historic Preservation (OHP) standards, only resources that are 45 years or older are typically recorded and evaluated for potential historic significance. A visual estimate of age and integrity was the basis for recordation when other information was not available. As of 2011, the year 1966 is typically used as the cut-off for historic resource surveys (note that this is a different date than the Period of Significance for the District). For the Duncans Mills Historic District survey update, only those properties that are 45 years or older have been recorded on State of California Department of Parks and Recreation (DPR) Primary Record (523A) and Building, Structure, and Object (523B) forms (see Appendix C). Those properties within the district that are less than 45 years old were documented with photographs (see Appendix D).

EVALUATOR QUALIFICATIONS

Diana J. Painter of Painter Preservation & Planning undertook this survey and inventory of historic resources and developed the design guidelines for the Duncans Mills Historic District. Ms. Painter is an architectural historian whose qualifications meet the Professional Qualifications Standards of the National Park Service in history and architectural history, as defined in the Code of Federal Regulations, 36 CFR Part 61. She is also a 25-year member of the American Institute of Certified Planners. She holds a PhD in Architecture and a Masters Degree in Urban Planning and has 30 years of professional experience in historic preservation and urban design. She is listed as an architectural historian on the roster of consultants on file with the State of California Office of Historic Preservation’s Eastern Information Center at University of California Riverside.

DUNCANS MILLS HISTORIC DISTRICT SURVEY AND DESIGN GUIDELINES

2. Historic Context and Overview

THE PURPOSE OF A HISTORIC CONTEXT

The significance of a historic property can only be evaluated within its historic context. A historic context identifies and explains the patterns of local, state or national history by which the importance of a property can be understood and its meaning made clear. In order to be considered historically significant, a property or resource must represent a significant part of the history, architecture, archaeology, engineering, or culture of an area, and must embody the characteristics that make it a good representative of properties associated with that aspect of the past.

In order to decide whether a property is significant within its historic context, the important historical trends must first be identified and determined significant; the property must be determined relevant and important in illustrating the historic context; and the property must possess the physical features necessary to convey that aspect of history with which it is associated. The following is a brief overview of the history of the town of Duncans Mills, which is provided here to help explain how the contributing and non-contributing properties in the Historic District are determined.

A BRIEF HISTORY OF DUNCANS MILLS

Early Beginnings

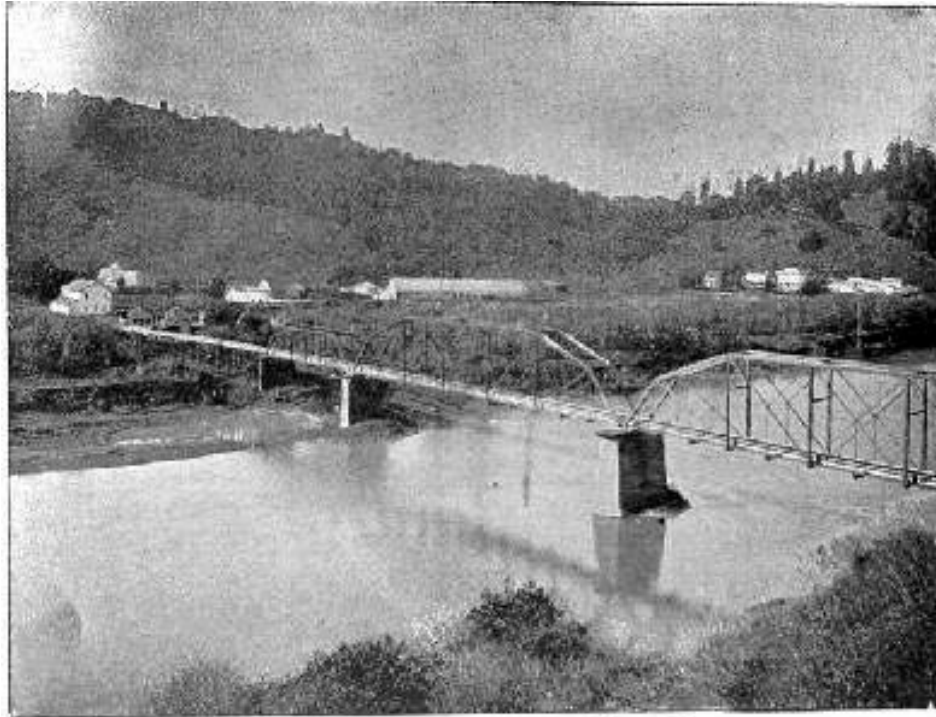
Duncans Mills was a company town, established by Alexander Duncan as part of the Duncans Mills Land and Lumber Company. It was not, however, the first location of the town nor the only lumber company in the town. The brothers Samuel M. and Alexander Duncan were among the first sawmill operators on the Sonoma Coast. They got their start in 1848 when a group of carpenters employed in building the Benicia barracks decided to establish a sawmill, as the price of lumber made this appear to be a profitable enterprise.

They called their company the Blumedale Saw-mill and Lumber Company and located the mill a few miles east of Freestone. By 1850 the price of lumber had gone down and the company was bought out. In 1852 new owners Joshua Hendy and Samuel M. Duncan continued the company under the name Hendy & Duncan. After several moves they brought the equipment to Salt Point, establishing the first steam sawmill in Sonoma County. By 1855 Hendy sold out to Samuel's brother Alexander, and the company continued under the name of Duncans Brothers.

Duncan's Mill

In 1860 the Duncans moved the mill to the first location of the town, on the south side of the Russian River near its mouth, the location of Bridgehaven today. This site had natural disadvantages, in that logs that were floated downstream to a boom were regularly swept out to sea in bad weather (*An Illustrated History of Sonoma County, 1889:192*). Shipping from this location was also difficult. The Duncans hauled the lumber by a horse-drawn tram to Duncan's Landing, about a mile to the south within the Wright Ranch, from which it was shipped to the San Francisco market.

Nonetheless, the small town thrived at this location from 1862 until 1877. In 1874 the town boasted the Duncans Mill Hotel, a store and the post office. An 1874 advertisement for the hotel noted its attractions as “good accommodations for travelers and pleasure-seekers,” with fishing, boating, hunting and attractive scenery (*Paulson, 1874:95*). However, Alexander Duncan recognized an opportunity when approached by the North Pacific Coast Railroad with the prospect of re-locating the mill inland. The company was re-formed under the name of the Duncans Mills Land and Lumber Company and moved to their present location (note that the mill at the Bridgehaven site burned in late 1877).



Duncan's Mills, Sonoma Co., Cal.

Figure 1 - New railroad bridge across Russian River, ca 1900

Courtesy Sonoma County Library

Duncans Mills

In 1877 many of Duncans Mills' buildings were moved three miles upstream by barge and re-established on the north side of the river, west of the new bridge constructed by the North Pacific Coast Railroad (*Thompson, 1877:24*). Now the terminus of the railroad, the town was renamed Duncans Mills (*Pappe, 1996:50*). Duncans Mills was the largest town in the Ocean Township at this time, hosting a post office, an express and telegraph office, and the headquarters of the North Pacific Coast Stage Company. By 1880 it had gained another hotel, a saloon, a meat market, a blacksmith shop, shoe shop, livery and stage stable, and a notion store (*Munro-Fraser, 1880:250*). The general store held the post office, rooms for lodgers, and a dance hall. Scotta, Ocean, Laurel Hill and Duncan's Mill School Districts were located within the township as a whole. The population of the town numbered about 250 people at this time.

Most of the town, as well as the mill, were owned by Alexander Duncan. By 1885 his son Samuel M. Duncan Jr. was superintendent of the mill, its accountant, and the postmaster. However, the Sonoma Land and Lumber Company and the Russian River Land & Lumber Company, both of which had large timber holdings in the area, also operated from Duncans Mills, as well as other locations.

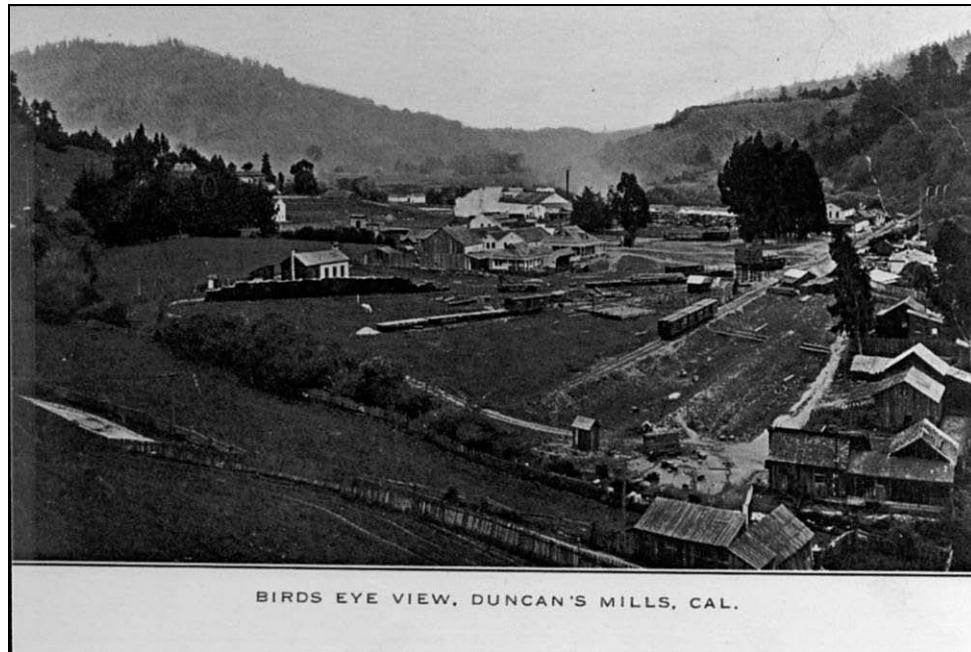


Figure 2 - Postcard of Duncans Mills from 1908

Courtesy of Sonoma County Library

In his 1880 history of Sonoma County, Munro-Fraser stated that there was more mill capacity in the Ocean Township than in any other in the county at that time (*Munro-Fraser, 1880:251*). Timber was the most important product of the Ocean Township, producing lumber, posts, pickets and shingles. In 1889 the Russian River Land and Lumber Company was the largest owner of timber land in the area, with 10,000 acres, which represented all the timber land on old Duncans Mills Rancho within Ocean Township. They owned the Tyrone and Moscow Mills, located south of Duncans Mills on the route of the North Pacific Coast Railroad. In contrast, Alexander Duncan owned 4,000 acres at this time, primarily on Austin Creek. His mill had the capacity to process thirty-five thousand feet of timber per day and employed 75 men (*An Illustrated History of Sonoma County, 1889:654*). Other major land owners in Ocean Township were dairymen and farmers. Additional products for which the township was known were dairy products, sheep, potatoes, grains and fruit (*McKenney:1878-79:240*).

The Railroads

Timber harvesting was originally selective, as oxen were required to remove trees to the mills. Railroads accelerated the commercial growth of the industry. The narrow gauge railroad, which was thought to be better able to access the terrain of the Russian River area, reached Duncans Mills in 1876 via a route that paralleled the coastline. While Duncans Mills remained the terminus of the North Pacific Coast Railroad until 1885, short line railroads were constructed throughout the region, extending from centers like Duncans Mills and Markham Mill to more

remote areas and mills. Ownership changes occurred within the railroad, contributing to its complex history. The North Pacific Coast briefly became the North Shore Railroad, which was taken over by the Northwestern Pacific in 1906. A broad or standard gauge line reached the Russian River in 1909. This line was eventually extended for an east-west connection from Fulton to beyond Guerneville, with spur lines serving smaller communities beyond the main track. In 1911 the Northwestern Pacific reached Duncans Mills from north, and the yard was retrofitted to accommodate both narrow and standard gauge trains. Duncans Mills Land and Lumber Company timber lands continued to be accessed by the narrow gauge, however, which traveled up Austin Creek to beyond what is Cazadero today.



Figure 3 - Logging in Duncans Mills in 1899

Courtesy Sonoma County Library

The railroads facilitated removal of milled timber from Duncans Mills and also the growth of tourism in the area. The railroad company had been advertising its excursions to travelers from San Francisco since 1877. They traveled by ferry from San Francisco and departed from Sausalito by train, traveling up the coast through San Rafael, Point Reyes, Valley Ford and Occidental, and along the River from Monte Rio to Duncans Mills. Until 1885 they would depart from the train and continue to points north via stage. The region was a popular vacation spot and tourist destination in those days, and most of the small towns and waysides hosted hotels and advertised their attractions (*Wilson, 2004:71*).

The Early 20th Century

Timber harvesting in the area had slowed dramatically by the turn of the century. Nonetheless, early 20th century directories show that among the common professions in Duncans Mills were railroad worker, mill worker, teamster, blacksmith, and woodsman. By the 1920s, however, mill worker was a less common occupation. Professions that continued were laborer, carpenter, rancher, dairyman, farmer, and proprietors of small businesses. Mrs. DeCarley operated the

hotel and general merchandise store in Duncans Mills in the early 20th century and the DeCarley store held the post office from 1915 to 1975 (*Pappe, 1996:50*).

The railroad's days were numbered not only by the decline of logging, but by the rise of the automobile which by the 1920s was the primary source of travel to the Russian River. The narrow gauge was discontinued in 1926 and the Northwestern Pacific, the broad gauge line that had been constructed to Duncans Mills in 1911, was discontinued in 1935 (*Wilson, 2002:46*. (Note that the broad and narrow gauge trains to Duncans Mills shared the same route via a three-track system with the broad gauge utilizing the outer rails and the narrow gauge utilizing an inner rail and one outer rail). Thus changes that began with changes in industry continued with new modes transportation, which in turn affected how business was conducted, where it was located, and the overall form of small logging towns like Duncans Mills.

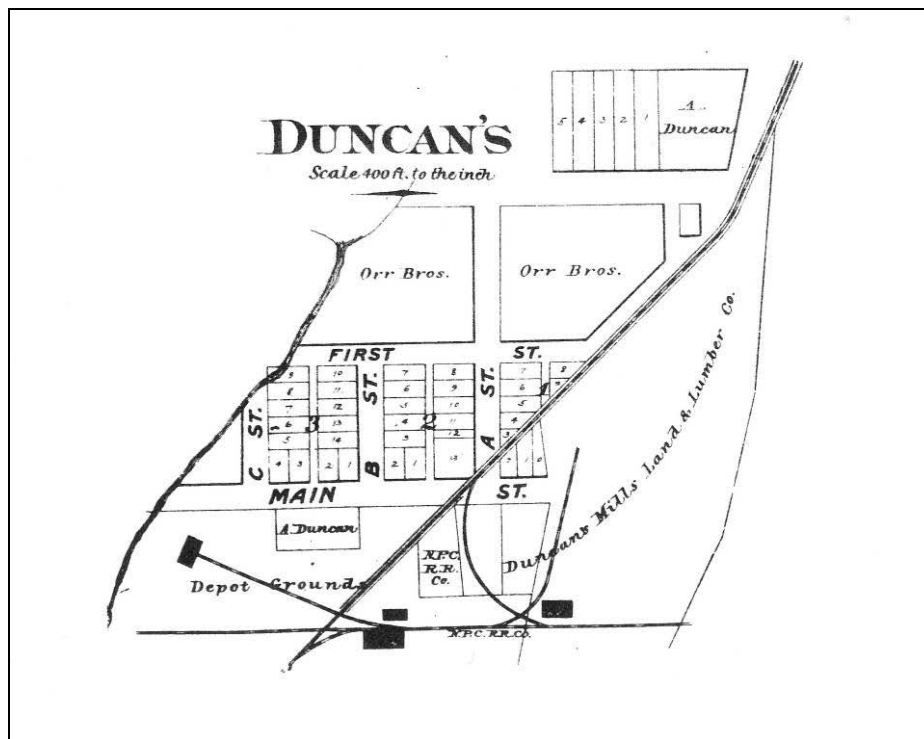


Figure 4 – Original plat of Duncans Mills

Source: 1897 atlas of Sonoma County

Duncans Mills Today

The 1897 atlas of Sonoma County shows a plat of the town of Duncans Mills and the location of the railroad and the Duncans Mills Land and Lumber Company. The small town was platted on the northwest side of the railroad track, which is the same route followed by Highway 116 today. Streets consisted of Main and First Streets, and A, B and C Streets (the small commercial center in the town today is located at Main and B Streets). The Orr Brothers owned large lots to the north, an area now occupied by several residences.

The Duncans Mills Land and Lumber Company was located on the southeast side of the main railroad tracks. A spur line of the North Pacific Coast Railroad Company ran east and west

between the railroad station and the freight house. Today Steelhead Lane is located where the spur line was previously, the station is still in place (note that this is the second station, as the first one was lost in the 1906 earthquake), and the Russian River District offices of the State of California Department of Parks and Recreation occupy the Freight House. Today the shops along Steelhead Lane are located in alignment with the freight house, on the south side of what was previously the spur line. Historically additional spur lines extended into the main yard of the lumber company and then rejoined the main line. The Russian River Rodeo Grounds occupies what was the main yard historically. The 1936 Sportsman's Club is beyond the bridge, on the north side of the river.

In the 1970s the 1907 train depot and many other buildings in the town were purchased and restored by Arnold Wallen. As expressed by one writer, he 'revived the town with western-style shops and cafes' (*Wilson, 2004:46*). The train station was restored in 1971 and turned into a museum, with four narrow gauge train cars – a coach, two box cars, and a caboose – on display on tracks in their historic location adjacent to the station. Most of the other historic structures in town are occupied by tourist-oriented uses, including shops and restaurants. A few buildings have been constructed as infill structures. The town was designated a historic district by Sonoma County in 1982. Today the population is 175, very close to what it was at the town's heyday as a company logging town.

HISTORIC OVERVIEW

In addition to being considered significant within its historic context, a property or district must possess the physical features necessary to convey that aspect of history with which it is associated. The following is a brief overview of the history and physical features of the town of Duncans Mills. To augment this description, see the Chapter 4 section entitled "Built Environment."

The Duncans Mills Historic District is a geographically contiguous district consisting of approximately 31 properties located within the town of Duncans Mills. This district consists of commercial, institutional and residential buildings and four trains. It is located north (northwest) and south (southeast) of Highway 116, off B Street on the north side and Steelhead Blvd. on the south side. There are three buildings in Duncans Mills that are individually listed on the Sonoma County Inventory of Historic Resources as Sonoma County Historic Landmarks. These are the Railroad Depot, the Scotta (Duncans Mills) School, and the Superintendent's House (note that the Scotta School is nearly a ruin at this time). It is estimated that approximately nine properties in the District were previously considered contributing properties (including the three individually listed properties), judging by that fact that a Historic Resources Inventory was completed for these properties and/or subject buildings in the past.

Duncans Mills was established in 1877 by Alexander Duncan as a company town for the Duncans Mills Land and Lumber Company. In 1860 it was located, in conjunction with the mill, near the mouth of the Russian River, at the present location of Bridgehaven. The town moved when the North Pacific Coast Railroad offered to build a bridge across the river at its present location, facilitating the movement of lumber and other goods from the mills in the region. This early history came to a close however in the first quarter of the twentieth century. The town was rehabilitated with additional infill construction in the 1970/1980s to close to its present appearance. A commercial center is located within the historical plat of the town. Another

commercial center is located on the opposite side of the highway where the railroad, mill buildings, and lumber yards once were.

Today the community features primarily low-rise, wood-frame, wood-clad commercial and residential structures in the Italianate style, as well as vernacular structures dating from 1877 to the 1980s. Because the town was rehabilitated in the late 1970s/early 1980s, when historic preservation values differed from values today, and because a number of new infill structures have been added, the architectural integrity of the town as a whole is not high. No buildings remain from the original mill, but the 1907 railroad depot has been restored, as well as an early commercial building dating from 1877, John Orr's Saloon. Several early homes and commercial structures remain as well. However, the town retains an overall character that conveys a sense of its history, and the quality of the infill development is very good. It is primarily this character that is addressed in these guidelines.

Boundary

The Duncans Mills Historic District encompasses the two commercial centers in Duncans Mills, both of which are oriented toward Highway 116. It also encompasses three residential clusters, all on the northwest side of the highway and at the periphery of the Historic District. For more information, see *Appendix A: Map of the Duncans Mills Historic District*.

Period of Significance

The period of significance for the Duncans Mills Historic District is 1877 to 1961.

Areas of Significance

Consistent with California Register of Historical Resources (CRHR) Criterion 1, the Duncans Mills Historic District is significant as a place that has made a significant contribution to the broad patterns of local history. The Duncans Mills community was established in 1877 as a company town associated with the Duncans Mills Land and Lumber Company. It was associated with that industry until the first quarter of the twentieth century. It is also significant for its association with the history of the narrow gauge North Coast Pacific Railroad in the Russian River, and the role of that railroad in the history of the timber industry in the Russian River. One building and a four train cars remain from that era and retain those associations. Today the town is divided by and also oriented toward Highway 116, just as it was historically oriented toward the railroad, which followed the same route. It retains a collection of its earlier buildings through preservation efforts, and some of the historical qualities of the historic town through preservation and infill development.

Character-Defining Features

The following character-defining features are typical of the most historic structures within the Duncans Mills Historic District.

- one and two-story, wood-frame buildings
- wood siding – v-groove drop siding, shiplap siding in a channel rustic pattern, board-and-batten, and shingles
- front and side gable roofs, hip roofs, and gable-on-hip roofs for residential development

- gable roofs, many with false fronts, for commercial development
- multi-light, wood-frame casement windows and double-hung, wood-sash windows with divided lights
- paneled doors, often with lights in the upper portion
- porches with shed and hip roofs supported by brackets or simple supports
- building orientation with primary entrances facing the street and highway, close to the natural grade

DUNCANS MILLS HISTORIC DISTRICT SURVEY AND DESIGN GUIDELINES

3. The Design Review Process

APPLICABLE REGULATIONS

The regulatory framework outlined below offers an overview of federal, state, and local criteria used to assess the historic significance and eligibility of a building, structure, object, site, or district for listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), and as a Sonoma County Historic Landmark or Historic District. These criteria were used to evaluate the Duncans Mills Historic District for listing in the California Register and to justify its continued listing as a Sonoma County Historic District.

National Register Criteria for Evaluation

An historic property or historic district's significance may be determined using the National Register Criteria for Evaluation, which state that a historic property may be any district, site, building, structure, or object:

- A. that is associated with events that made a significant contribution to the broad patterns of our history (Criterion A);
- B. that is associated with the lives of persons significant to our past (Criterion B);
- C. that embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); and/or
- D. that has yielded, or may be likely to yield, information important in prehistory or history (Criterion D) (36 CFR 60.4).

In addition to meeting one or more of the above Criteria, a property or historic resource must also retain integrity. The historic property or historic district must retain sufficient integrity to convey the reasons for its significance. To retain historic integrity, a property must possess most of the aspects of integrity and will usually retain those aspects of integrity most relevant to its significance (*Andrus, 1995:44*). The National Park Service recognizes seven aspects of integrity, which are used to determine whether a property or district retains the physical characteristics corresponding to its historic context:

- **Location** is the place where the historic property was constructed or the place where the historic event occurred.
- **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.

- **Setting** is the physical environment of a historic property.
- **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time.
- **Association** is the direct link between an important historic event or person and a historic property.

The integrity of a historic district is determined by assessing the percentage of buildings and structures within the district that retain individual integrity. Typically between 50 and 60 percent of a district must retain integrity in order for it to be considered a historic district, although there is no set standard.

If a property or district is determined eligible for inclusion in the National Register, then it is automatically eligible for inclusion in the California Register. If a resource does not have sufficient integrity to be listed on the National Register, it may still be eligible for the California Register, which allows for a slightly lower level of integrity.

[Note that buildings and structures less than 50 years old do not meet the National Register criteria unless they are of exceptional importance, as stipulated under Criteria Consideration G and described in the National Park Service Bulletin No. 22, *How to Evaluate and Nominate Potential National Register Properties that Have Achieved Significance within the Last 50 Years* (Sherfy, 1998).]

California Register Eligibility Criteria

All resources listed in or formally determined eligible for listing in the NRHP are eligible for listing in the California Register. The California Register is a listing of State of California resources that are significant within the context of California's history. Properties designated under municipal or county ordinances are also eligible for listing in the California Register. For listing, a historic resource must be significant at the local, state, or national level with respect to one or more of the following criteria as defined in the California Code of Regulations Title 14, Chapter 11.5, Section 4850:

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

Designating Historic Properties in Sonoma County

Properties that are listed on a local register or identified as significant in a local historic resource survey are also recognized by the State of California as historic resources for planning and regulatory purposes or for purposes of compliance with the California Environmental Quality Act (CEQA) if they are identified or listed through approved processes. The California Register includes the following:

- (4) Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria adopted by the commission; and*
- (5) Local landmarks or historic properties designated under any municipal or county ordinance (California Code of Regulations Title 14, Chapter 11.5, Section 5024.1).*

Sonoma County recognizes two types of historic resources; Historic Landmarks and Historic Districts (note that these may include sites, buildings, structures, objects and/or districts, landscapes and/or landscape features). Below is a discussion of each resource type.

Historic Landmarks. A Sonoma County Historic Landmark is an individual or group of historic sites, buildings, structures, and/or objects that the Landmarks Commission has determined to be significant based on criteria for listing on the California Register. The Historic Landmarks in the County consist primarily of buildings and/or structures, although there are also historic sites, objects and landscapes in the County. Historic Landmark properties are so designated by adoption of an overlay zone, Historic District (HD), for the property, which allows for the preservation and regulation of the exterior of existing buildings and structures. The preservation and regulation of historic buildings and structures is accomplished through the design review process undertaken by the Sonoma County Landmarks Commission.

Historic Districts. A Sonoma County Historic District is a specific area of the County in which there is a significant concentration or continuity of sites, buildings, structures, and/or objects of historic merit or which represent an historic theme important to Sonoma County, the State of California, or the country, and which the Landmarks Commission has determined to be significant based on the criteria for listing on the California Register. The Historic Districts in the County consist primarily of buildings and structures, although there are also sites, objects and landscapes within the districts of historic merit which may also be regulated. Properties in Historic Districts are also so designated by adoption of an overlay zone, Historic District (HD), for the properties in the district. The preservation and regulation of historic districts is also accomplished through the design review process undertaken by the Sonoma County Landmarks Commission.

THE DESIGN REVIEW PROCESS

The Sonoma County Landmarks Commission

The design review process for historic resources in Sonoma County is undertaken by the Sonoma County Landmarks Commission. The Landmarks Commission was established in 1974 under Ordinance No.1768. The mission of the Landmarks Commission is to protect those structures, groups of structures, sites, and areas that are reminders of past eras; events and persons important in local, state, or national history; and/or which provide significant examples of architectural styles of the past, or which are unique and irreplaceable assets to the County and its communities (*Sonoma County Landmarks Commission Bylaws*). The Commission designates Historic Landmarks and Historic Districts, reviews development proposals and related activities concerning historic resources, and administers the Historic Resources Preservation Program. By ordinance the Landmarks Commission consists of one resident from each of the five Supervisorial Districts, appointed by the Board of Supervisors. The County Permit and Resource Management Department assigns County staff to assist with carrying out the Landmark Commission's responsibilities.

Design Review in Sonoma's Historic Districts

The Landmarks Commission reviews proposals for the following project types within a Historic District: 1) the repair, alteration and/or addition to the exterior of an existing building or structure; 2) the construction of new buildings and structures; and 3) the demolition of existing buildings and structures. The Landmarks Commission evaluates proposals for their consistency with the Secretary of Interior's Standards (typically the Secretary of Interior's Standards for Rehabilitation), and the applicable design guidelines.

The process for reviewing a proposal is as follows. The applicant for a development or related project proposed in a Historic District files an Administrative Design Review (ADR) application at the Permit and Resource Management Department and supplies the required supporting materials. Once these materials are determined to be sufficient to explain the proposal, a public hearing before the Landmarks Commission is scheduled. A Notice of Public Hearing before the Landmarks Commission is mailed to all property owners in the Historic District.

At the public hearing the Landmarks Commission takes comments from the public on the design of the proposed development project and determines whether it is consistent with the *Secretary of the Interior's Standards* and the applicable historic district design guidelines. If the project design is not consistent with these standards and guidelines, the Landmarks Commission may require changes to the proposal so that it is consistent with the standards and guidelines, and preserves the historic associations, historic character, and architectural qualities of the historic district.

Note that the Landmarks Commission has the following responsibilities with respect to projects within a designated Historic District. The Commission may:

- Approve, approve with conditions, or deny a proposed demolition;
- Approve, approve with recommendations, or deny an alteration to an existing building or structure;
- Approve, approve with recommendations, or deny the construction a new building or structure; and

- Approve, approve with recommendations, or deny the relocation a building or structure.

The Sonoma County Landmarks Commission meets monthly at the Permit and Resource Management Department Hearing Room at 2550 Ventura Avenue in Santa Rosa, California. Further information regarding Sonoma County Landmarks Commission public hearings may be obtained at their website: <http://www.sonoma-county.org/prmd/b-c/lc/index.htm>.

All work within the Duncans Mills Historic District must also comply with Sonoma County Building Codes (unless use of the California Historical Building Code is possible – see discussion below) and applicable zoning ordinances. The California Historical Building Code may be used in place of the Uniform Building Code for certain types of work on qualified historic buildings and structures.

Design Review Standards and Guidelines

Duncans Mills Historic District Design Guidelines. The Commission reviews alterations to the exterior of an existing building or structure and the construction of new structures in designated historic districts by evaluating the project proposal for its consistency with the applicable historic district design guidelines and the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (the *Secretary of the Interior's Standards*). The applicable historic district design guidelines in this case are the *Duncans Mills Historic District Design Guidelines* found in Chapter 4 of this document. Consistent with National Park Service direction, these guidelines are intended for use in conjunction with the Secretary of Interior's Standards and provide additional guidance specific to the design conditions found in the Duncans Mills Historic District.

The Secretary of Interior's Standards. The *Secretary of the Interior's Standards*, which are established by the National Park Service under the auspices of the Department of the Interior, are the standards that govern preservation, rehabilitation, restoration and reconstruction of our nation's historic buildings, structures, objects, sites and districts. They are also the standards that form the basis of most state and local standards and guidelines for the treatment of historic properties, including those in the State of California and Sonoma County.

Standards that implement each of the four treatment types are provided by the National Park Service, with guidelines to assist in their administration. Rehabilitation is the most common treatment, as it allows for the greatest flexibility in renovating a property. Rehabilitation is defined as: “. . . the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portion of features which convey its historical, cultural, or architectural values” (*Weeks, 1995:61*). In rehabilitation, as with the other treatment types, retaining and repairing the historic features of a property is recommended whenever possible. Priority is placed on retaining what is called the ‘historic fabric’ of a building or structure. However, recommendations are made for replacement when this is necessary for a variety of reasons.

The Secretary of Interior's Standards for Rehabilitation are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired (*Weeks, 1995:62*).

The purpose of the design guidelines for historic districts is to assist with implementing the *Secretary of Interior's Standards* by providing additional information and detail specific to the historic district in question. The Duncans Mills Historic District Design Guidelines are consistent with this purpose.

The California Historical Building Code. The California Historical Building Code, which has been in place since 1975, is available to the owners of a recognized historic property that provides relief from provisions of the Uniform Building Code. Use of the Historic Building Code protects the integrity of a historic building, but can also represent a considerable cost savings to a building owner. More information on the California Historical Building Code can be found at: <http://www.dgs.ca.gov/dsa/AboutUs/shbsb/2010chbc.aspx>.

Additional standards and guidelines. Additional standards and guidelines may apply to the design and construction process for buildings and structures in the Duncans Mills Historic District. The Sonoma County Permit and Resource Management Department may be contacted for additional information: <http://www.sonoma-county.org/prmd/>.

FREQUENTLY ASKED QUESTIONS

The following section answers frequently asked questions regarding the historic district design guidelines and the design review process. For additional questions, Permit and Resource Management Department staff may be contacted through information provided on the department website: <http://www.sonoma-county.org/prmd/contact-dept.htm>.

What types of projects are exempt from design review by the Landmarks Commission?

Two types of projects are exempt from design review by the Landmarks Commission.

1) Work on the exterior of existing buildings and structures that does not require a building permit, including:

- painting
- window awnings which do not project more than 54 inches
- detached trellises, arbors, or gazebos
- fences not over 10 feet high
- decks not more than 30 inches above grade and not over any basement or story below
- replacement of windows and doors in-kind: same location, size, design, and materials
- children's play structures
- one-story detached structures not larger than 120 square feet
- prefabricated structures not more than 500 square feet
- retaining walls for not more than 3 feet of material
- swimming pools
- removal of up to 25% of the exterior coverings on walls or roofs or similar work for the purpose of determining structural condition

2) Any work on the interior of existing buildings and structures.

How do I use the Design Guidelines?

An applicant or architect or other representative of a property owner wishing to renovate a property or develop a new property in a historic district may use the *Duncans Mills Historic District Design Guidelines* to prepare their proposal. They may consult the design guidelines regarding the following aspects of their project to ensure that it is consistent with the historic associations, historic characteristics, and architectural qualities of the Duncans Mills Historic District and therefore more likely to be acceptable to the Landmarks Commission. Design elements that are addressed by the guidelines include:

- Site design
- Alignment and orientation
- Massing and scale
- Architectural design and detailing

- Roof form
- Building materials
- Windows and doors
- Porches
- Storefronts
- Awnings
- Lighting
- Signage
- Landscaping
- Color scheme.

A member of the Sonoma County Landmarks Commission may use the *Duncans Mills Historic District Design Guidelines* in conjunction with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and information on the historic characteristics of existing buildings and structures in the district to determine whether the design of the proposed project is consistent with the historic associations, historic characteristics, and architectural qualities of the Duncans Mills Historic District.

What are the Secretary of the Interior's Standards for the Treatment of Historic Properties?

The *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Secretary of the Interior's Standards*) are standards established by the U.S. Secretary of the Interior for projects involving work on historic properties listed in or eligible for listing on the National Register of Historic Places. While established by the federal government for historic properties of national significance, the *Secretary of the Interior's Standards* have also been adopted by many state and local agencies, including the State of California and the County of Sonoma, because they are considered the best practices for protecting historic properties. The *Secretary of the Interior's Standards* include practices for preservation, rehabilitation, restoration, and reconstruction of historic properties.

The *Secretary of the Interior's Standards* are implemented through guidelines that assist property owners in protecting their historic property's significance on the long-term through the preservation of historic features and materials. They cannot, in and of themselves, be used to make essential decisions about which features of an historic building can be saved and which can be changed. This is often accomplished through use of a historic survey that identifies the significant historic features and materials of a property and their condition. Once a treatment for the property is selected (typically rehabilitation), the *Secretary of the Interior's Standards* with accompanying Guidelines and the historic district guidelines can provide philosophical consistency to the work.

The *Secretary of the Interior's Standards* pertain to historic buildings and structures of all types, styles, materials and sizes, and address the exterior and interior of the buildings. They also address related landscape features and the building's site and immediate environment, as well as attached, adjacent, or related new construction. For a complete copy of the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstruction Historic Buildings*, see the National Park Service website at <http://www.nps.gov/hps/tps/standguide/>.

How does the Landmarks Commission use the Secretary of the Interior's Standards?

The Landmarks Commission reviews the design of a proposed project with respect to the *Secretary of the Interior's Standards* and determines whether the design is consistent with these guidelines.

How do the Secretary of the Interior's Standards relate to the Duncans Mills Historic District Design Guidelines?

The *Duncans Mills Historic District Design Guidelines* are based on and consistent with the *Secretary of the Interior's Standards*, but are more detailed and specific to the historic associations, historic character, and architectural qualities of the Duncans Mills Historic District.

What if the Design Guidelines conflict with the Secretary of Interior's Standards?

The *Duncans Mills Historic District Design Guidelines* were prepared so as not to contain conflicting guidelines. However, in the event that conflicting guidelines are identified, the Landmarks Commission will make a decision as to which guidelines take precedence.

What is the difference between contributing and non-contributing properties?

Properties in the Duncans Mills Historic District fall into one of two types: contributing and non-contributing. As a general rule, a contributing property contributes to the historic character of the District, whereas a non-contributing building does not.

A contributing property is any building, structure, object, or site within the boundaries of the Historic District which adds to, is an integral part of, or key to the Historic District's historic associations, historic character, or architectural qualities. Contributing properties must be constructed during the period of significance for the property and retain a sufficient level of integrity to convey their significance.

Properties that are non-contributing to the Duncans Mills Historic District were constructed during the period of significance but have been significantly altered and no longer retain their integrity. Alternatively, they may also be buildings constructed beyond the period of significance for the district.

See *Appendix C* for a map and list of contributing and non-contributing properties.

Which design guidelines apply to non-contributing properties?

The *Secretary of the Interior's Standards* and the *Duncans Mills Historic District Design Guidelines* also apply to non-contributing buildings or structures in the Duncans Mills Historic District. However, they are applied differently than for contributing buildings or structures, as described below.

What is the difference between Landmarks Commission design review of projects involving non-contributing versus contributing properties?

For a proposed development project involving exterior alterations or additions to an existing non-contributing building or structure or nearby new construction, the Landmarks Commission applies the *Secretary of the Interior's Standards* and the *Duncans Mills Historic District Design Guidelines* less strictly than for a project involving a contributing building or structure. Often the larger design aspects of the project - placement, orientation, scale, mass, and form - carry more importance than the more specific design aspects of the project for non-contributing buildings. However, the architectural type, architectural details, building materials, and craftsmanship may also be important. A non-contributing building – whether due to integrity or age - contributes to the setting of the contributing structures and in this sense, its design is an important aspect of the district as well. The *Secretary of Interior's Standards* 9 and 10 pertain most closely to a non-contributing building. For additional guidance, the National Park Service provides a number of bulletins and guides to interpreting the standards:
<http://www.nps.gov/hps/tps/tax/ITS/itshome.htm>.

What if my property is also a Historic Landmark?

If a property is not only in the Duncans Mills Historic District but is also an Historic Landmark, the Landmarks Commission will not only review the design of proposed project for consistency with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and the *Duncans Mills Historic District Design Guidelines*, but also review it relative to the historic associations, historic characteristics, and architectural qualities of a historic property that make it individually significant. These associations and characteristics may include the following:

- Your property is associated with an event that has made a significant contribution to the broad patterns of national, state, or local history.
- Your property is associated with the lives of persons significant in national, state, or local history.
- Your property embodies the distinctive characteristics of a type, period, or method of construction.
- Your property represents the work of a master or possesses high artistic values.
- Your property has yielded or may be likely to yield information important in prehistory or history.

Where can I get an application for Landmarks Commission design review of my project?

Applications for Landmarks Commission review of a proposed development project may be obtained from the Permit and Resource Management Department website at <http://www.sonoma-county.org/prmd/historic/review.htm>.

DUNCANS MILLS HISTORIC DISTRICT SURVEY AND DESIGN GUIDELINES

4. Duncans Mills Historic District Design Guidelines

PURPOSE

These design guidelines provide property owners a basis for making design decisions about the appropriate treatment of their buildings and about the design of compatible new construction within the Duncans Mills Historic District. They will help the property owner identify their building's distinctive characteristics and ways to preserve, rehabilitate, and restore them. The Landmarks Commission and Permit and Resource Management Department (PRMD) staff will also use the guidelines to make regulatory decisions regarding exterior alterations to buildings located within the historic district. Additional users may be business owners, architects, developers and builders.

The design guidelines apply to **all buildings** within the Duncans Mills Historic District, including contributing and non-contributing buildings and new construction. Contributing buildings are those that were constructed during the period of significance and that retain a sufficient level of integrity to be considered historic resources and convey the reasons for their significance. The period of significance is the particular period of history that best represents or conveys the importance or significance of the district. Buildings and features that date from the period of significance typically contribute to the character of the historic district. The Duncans Mills Historic District's period of significance begins with the date of construction of the earliest buildings and continues through the peak of its occupation and development (1877 - 1976).

Non-contributing buildings are buildings that were constructed during the period of significance but do not retain sufficient integrity or were constructed outside the period of significance (after 1963). Alterations to non-contributing buildings are reviewed by the Landmarks Commission, but the Commission applies a slightly lower threshold during the design review. *Appendix C* contains a map and list of contributing and non-contributing buildings.

DESCRIPTION AND OVERVIEW

Location and Setting

Location. Duncans Mills is a small, unincorporated town in west Sonoma County, located within Sections 14 and 15 of Township 7 North, Range 11 West on the United States Geological Survey (USGS 7.5 minute Duncans Mills 1979 Quadrangle). It is located on the north side of the Russian River, approximately four miles (as the crow flies) from the mouth of the river at the Pacific Ocean. Villa Grande, a small, primarily residential village and the town of Monte Rio are the nearest settlements to the east. The closest town to the west is the coastal village of Jenner. The town is accessed from the northeast by Highway 116 and from the southwest by Highway 116 via Highway 1 or the Coast Highway.

Natural setting. Duncans Mills is sited within a low-lying bend around which the Russian River flows from the north and continues to the west. Behind the town, forested hillsides rise steeply

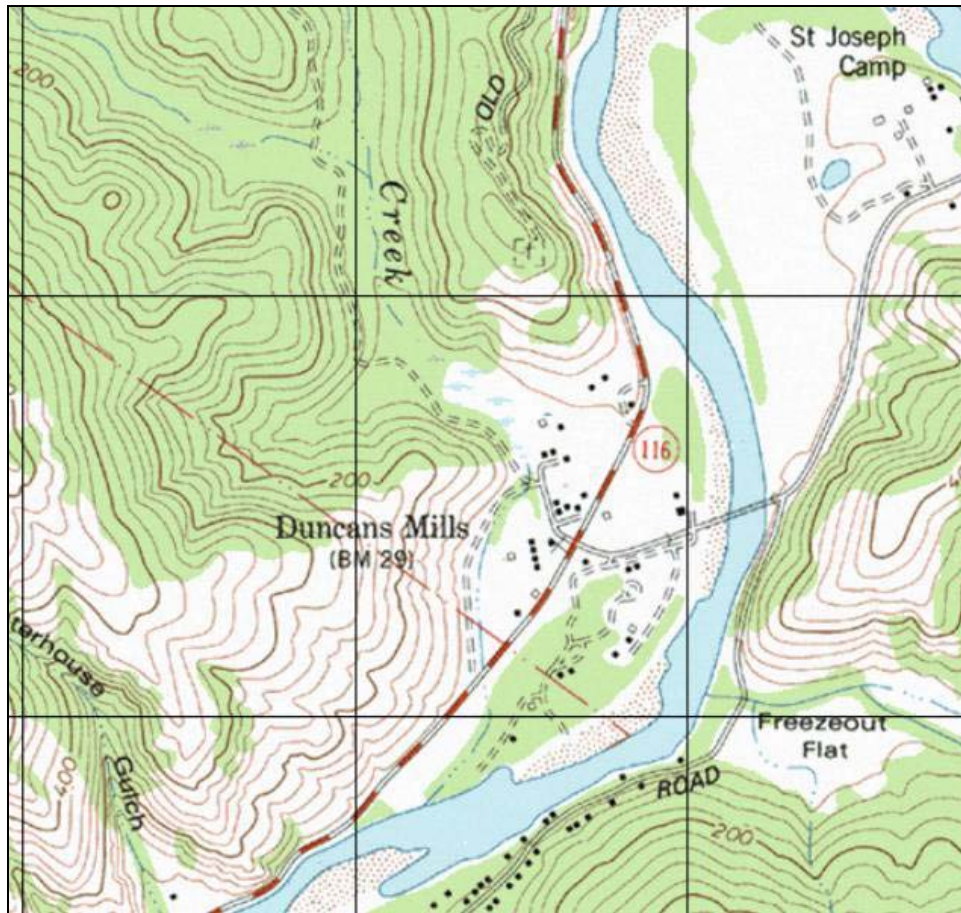


Figure 5 - Project location map
Source: USGS Topographic Maps

toward the northwest. Orrs Creek flows toward the town from this hillside but bypasses it, emptying into the Russian River just west of the village. Hillsides also rise steeply on the south bank of the Russian River, with the exception of Freezeout Flat, which is located directly opposite Duncans Mills on the south bank of the river. The hillsides are forested with redwoods.

Built Environment

Urban design character. Duncans Mills is composed of essentially two clusters of development bisected by Highway 116, which travels nearly northeast-southwest in this location. The highway is two lanes at this point with wide shoulders and a short turning lane to access the two commercial areas. The commercial area on the north side of the highway is accessed via B Street and is laid out in a grid pattern. Areas east and west of B Street are in pasture or grassland. On the periphery of the town are large, relatively undeveloped areas. The commercial area on the south side of the highway is accessed via Moscow Road. The commercial development here is located primarily on the south side of Steelhead Blvd., which is directly south of and parallel to Moscow Road, and is laid out in a linear pattern. North of Moscow Road is the grounds of the Russian River Rodeo. South of Steelhead Blvd., between Highway 116 and the River, are the Duncans Mills Camping Club facilities. This area is visually separate from the Steelhead Blvd. area due to both topography and vegetation.



Figure 6 - Aerial photo of the northerly Duncans Mills shopping area

The two commercial enclaves within the town are physically and visually separated by Highway 116 and by the distance of the commercial buildings from the highway. The commercial area to the north operates largely as a pedestrian shopping area, with parking on the periphery and behind the shops. The shopping enclave occupies the block bounded by Main Street and B Street and boardwalk walkways are located on the original rights-of-way within the small district. Areas within the districts have been made into board and brick-paved courts and small seating areas. The area is further defined by mature trees on the east side of B Street.

At one time the shops within the DeCarley General Store building would have enlarged and expanded this enclave, but this building is now vacant. Nonetheless, both shopping areas have a presence on the highway due to the large false-front buildings that face it. The small groups of residences in this portion of the town are located north and west of the shopping area. They are visually separate from the commercial area due to distance and vegetation. In the case of the property to the west, a yard of cars, sheds and the like also obscure the residential area. The historic Scotta District School in this area is barely visible, as it is behind the other buildings and somewhat removed from them.

The commercial enclave to the south consists of the row of commercial buildings and the Freight House that houses the district office of the California Department of Parks and Recreation. This commercial strip has parking in front of the businesses and on the opposite side of the gravel



Figure 7 – View of Highway 116 with northerly shopping area to left



Figure 8 - Northerly shopping area looking west



Figure 9 - Shopping area along Steelhead Blvd

street. On the north side of the street, on the west side, is the train station and the caboose. At the back of two of the commercial buildings here, facing onto the river, are outdoor eating areas. There are also several outdoor restrooms, storage sheds and small auxiliary buildings along this stretch. At the far west end of Steelhead Blvd. is a driveway to the campground and a hotel, both of which are below the main street and behind the commercial structures. At the far east end the street continues as a gravel road that becomes a frontage road along the river. Both areas are outside the historic district. Views of the river are obscured by vegetation.



Figure 10 - The historic John Orr's Saloon, 1877

Architecture. Most of the commercial buildings in Duncans Mills are one story, wood-frame vernacular structures of varying ages. The main exception on the south side of the highway is the two-story Freight House, which is visually prominent for its size and excellent condition. The main exception on the north side of the highway is the building at 25171 Highway 116, which is distinctive for the Italianate styling of its false front. The commercial buildings variously exhibit side gable, front gable, and hip roofs, but most have false fronts, which visually unifies the district.

The few residential structures in Duncans Mills are located on the periphery of the commercial areas. A row of five residences is located to the west of the northern enclave, behind the DeCarley General Store, on one property. They are distinguished by their alignment and also raised above grade. The main house is located closest to the Highway 116. The second residential enclave is along B Street behind the commercial area to the north. It consists of four residences of various styles that appear to be individually owned. There are also a number of outbuildings in this area. Two additional residences are located at the north end of the historic district, close to Highway 116, one of which is the historically significant "Supervisor's House."

DESIGN GUIDELINES FOR HISTORIC BUILDINGS

The key to retaining Duncans Mills' unique character is to maintain important features of the existing historic buildings, the streetscape, and the landscape and views, while ensuring that changes and new construction are compatible with their surroundings. All these elements collectively contribute to Duncans Mills' sense of place and its value as a historic district. Their protection will ensure that the town will continue to provide residents and visitors with a sense of the town's past, while being an attractive and vital place to visit and do business. Property and business owners in Duncans Mills have a special interest in respecting and protecting the historic character of the town's buildings and setting. The original character of historically significant buildings and urban design features should be retained and, ideally, the important features and elements that have been removed or altered should be restored.

The commercial and residential buildings of the Duncans Mills Historic District have much in common, particularly with respect to building materials, windows, doors, and overall form. The following design guidelines address best practices in maintenance, repair and restoration of historic buildings and features. This is followed by guidance specific to the individual design features of commercial and residential buildings in the Duncans Mills Historic

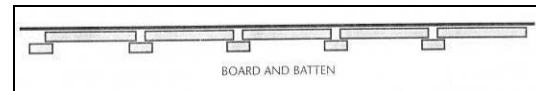
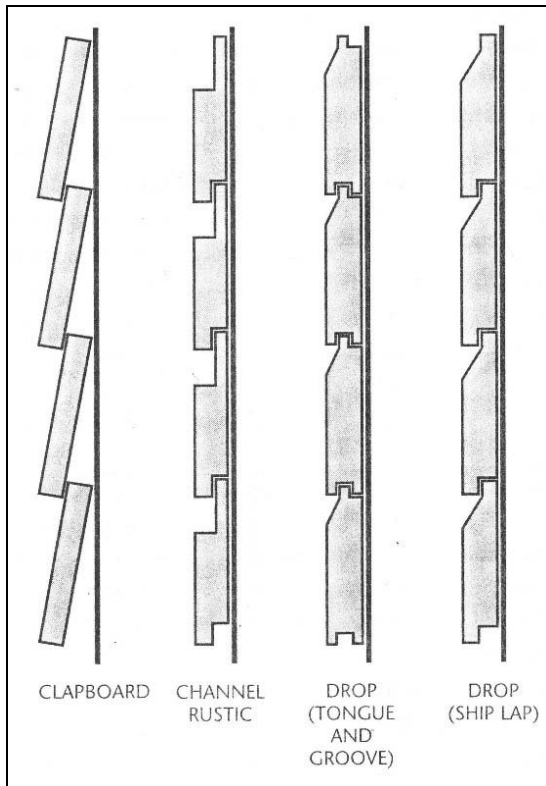


Figure 11 - Examples of siding found in Duncans Mills

Source: Architectural Surfaces

District, including advice on the removal of non-historic features, where applicable. Finally, the guidelines include information on what to avoid in order to better preserve the historic character of Duncans Mills' buildings and structures. Additional information on all these guidelines is available from sources which are listed at the end of this chapter. Energy efficiency measures that are sympathetic to historic buildings are included where applicable.

Building Materials

The materials addressed here are wood siding, brick masonry, and roofing materials. In the Duncans Mills Historic District, the most common siding is painted horizontal wood in a variety of patterns, with some board-and-batten buildings. Clapboard is also seen on the church. The scale, texture, and finish of the building materials contribute to the historic character of the district's buildings, as does the natural aging process of painted wood.

Guideline: Preserve historic building material whenever feasible. When possible, repair deteriorated or damaged building fabric before replacing it. Also consider consolidating and/or patching material rather than replacing it. Building fabric that has weathered over time or shows signs of wear do not necessarily need to be replaced. Its finish or patina conveys the building's age and may contribute to its historic character. Building cladding should be replaced only if it is beyond repair, and then should be replaced with like materials.

Wood siding

- Use the gentlest means possible to clean historic building materials. Clean a test patch first to determine that the method will not damage the historic material.
- In order to preserve wood surfaces and detailing, paint wood as it was painted historically. Ensure that the type and texture of the paint matches the historic finish. Use the gentlest means possible for removing old layers of paint. [Note that special measures are required for the removal of lead paint. Contact your local building department for additional information.]
- When replacing historic building materials, match the original material in type, texture, size, and finish (e.g. replace original wood clapboard in kind rather than



Channel Rustic siding



Clapboard siding



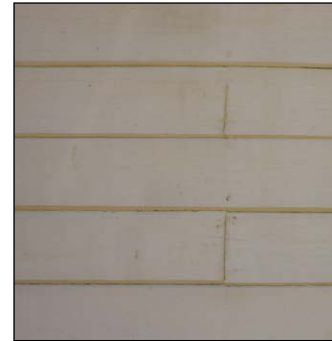
Coursed shingle siding



Board-and-batten siding

covering it with stucco, for example). Replace only the section of material that has deteriorated.

- Under most circumstances it is inappropriate and can be harmful to cover historic building materials, particularly with synthetic materials such as aluminum or vinyl siding, asbestos shingles, synthetic masonry, and cementitious materials such as Hardiboard. Wood siding that is covered can trap moisture and lead to damage that is not visible until it becomes a serious problem.



V-groove shiplap siding

- Consider removing non-contributing building materials if they obscure the historic building fabric and if removal will not cause damage to the material underneath. Remove a test patch in an inconspicuous place to determine if removing the top layer of siding is feasible. If not, consider replacing it with material that is appropriate to the building's architectural style.

Masonry

- Retain the original mortar if it is in good condition. Repoint mortar joints only where necessary such as places where a significant amount of mortar is missing or failing. Note that historic mortar has a different composition than mortar sold today. It may be necessary to test the existing mortar and develop a similar mixture to replace or repoint brick masonry.
- Leave masonry unpainted if historically it has not been painted. Paint on masonry surfaces traps moisture that is intended to escape through the mortar, and can damage the entire brick masonry surface, which then absorbs the moisture within the brick. If the brick has been painted and the paint is to be removed, use the gentlest means possible to remove it. Sand blasting and other harsh measures will remove the surface of the brick, allowing water to penetrate the brick and damage it over time.

Roofing

- Retain or replace original roofing in kind if it is a character-defining feature of the building, such as clay tile. Replace only the section of material or features that have deteriorated, when possible.
- If it is necessary to replace historic roofing material and features, match the original in type, texture, and finish (e.g. replace original wood shingles with shingles that have a similar size, color, texture, and pattern). This is particularly important for distinctive materials, such as clay tiles. It is possible to replace wood shingle roofing with some newer synthetic materials that provide a similar textured appearance as the original and also provide fire protection. Composition shingle or cementitious shingles, for example, can be an appropriate replacement material in some instances. Approval of replacements should be made by the Landmarks Commission.

- Standing seam metal roofing is appropriate only under certain conditions. This surface is more reflective and brighter and has a different texture than other roofing materials, and is usually out-of-place in a historic district (note that corrugated metal roofing can be a historic material and may not out-of-place as a replacement roof). Standing seam metal roofs should only be applied to new buildings and only then on approval by the Landmarks Commission.
- Composition shingle roofing is an appropriate roofing material on a historic building in most instances. There are many colors, textures and levels of quality available. Roofing materials and color can be a character-defining feature of a historic district, in addition to the individual building, and should be approved by the Landmarks Commission.

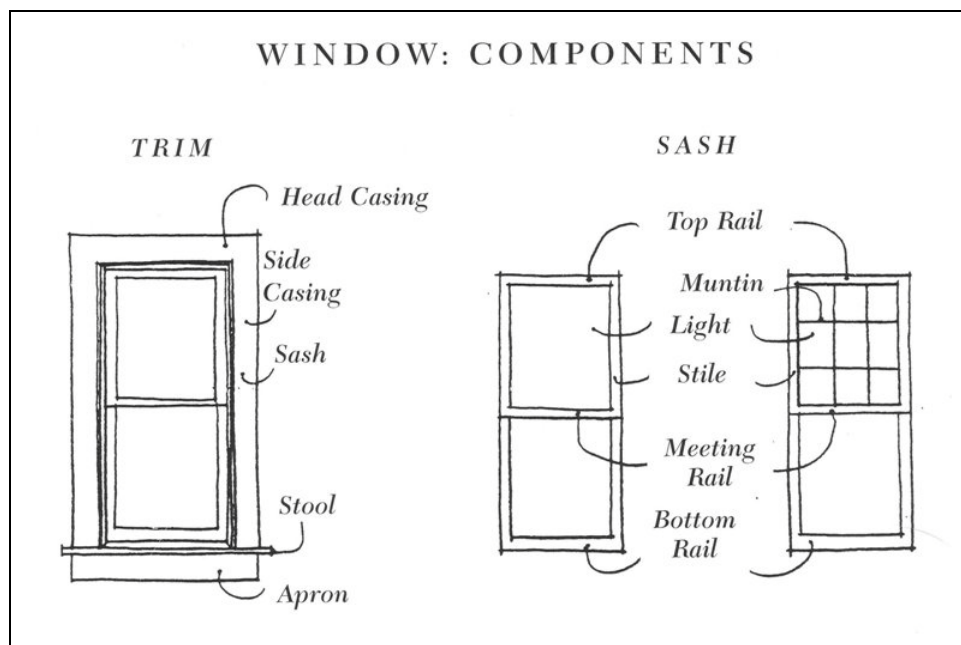


Figure 12 - Window components

Source: American Vernacular Buildings and Interiors, 1870 - 1960

Windows and Doors

In many historic buildings, the window sash, framing and the architectural detail surrounding windows (the window surround) are among the most important character-defining features of the building. They impart style, scale and character to the building. The historic and architectural character of a building can be seriously damaged by inappropriate window treatments. Doors and entrances are also important character-defining features of historic structures, providing scale and visual interest in the composition of a building. The doorway can be a richly ornamented part of a building, with special materials and finishes that together contribute to the architectural style and character of the building. It can also be relatively simple. The style of the building is key to door replacement, when this is necessary.

The most common historic windows in Duncans Mills are wood-frame, double leaf casement windows with multiple lights. Also seen are include two-over-two-light windows and windows

with multiple lights over one light. They are character-defining features of the District. Also seen in Duncans Mills are one-over-one-light, double-hung windows and the classic plate glass of storefront windows. (Note that additional guidelines for windows and doors are located in the final section of this chapter entitled, “Energy Efficiency Measures for Historic Buildings and Properties.”).

Guideline: Preserve the building’s historic windows and especially the window openings whenever feasible. Windows on the façade or other facades visible from the street are particularly important to preserve. Whenever possible, repair deteriorated or damaged windows. If it is necessary to replace damaged windows, replace them with new windows that match the historic windows in materials, configuration, operation, finish, and details.

Preserve the building’s historic doors and door openings whenever feasible. Primary entrance doors are particularly important to preserve. Where possible, repair deteriorated or damaged doors. If necessary, replace damaged doors to match historic doors in terms of materials, configuration, operation, design, details, and finish.

Windows

- If possible, replace select components of the window that have deteriorated or have been damaged rather than the entire window.
 - Rather than replace windows that are difficult to operate or allow heat loss, consider restoring the window by removing paint layers and properly applying new coats of paint; replacing select deteriorated components, such as sash members or sills; and applying weather stripping to make them more
- operate more easily and make them more energy efficient. Storm windows, either interior or exterior, may also be appropriate.
 - Maintain historic window openings on the building. Avoid covering or filling in existing window openings or adding new window openings, particularly on the primary facades.
 - If replacing a historic window, match the original window in terms of material, configuration, operation, finish and details (e.g. replace a wood, one-over-one, double-hung window in kind). If possible, preserve the historic casing and trim by replacing the window sash only.



Figure 13 - Casement window in Duncans Mills

- When adding new windows, ensure that they are compatible with the historic style of the building and maintain the historic ratio of voids (window openings) to solid expanses of walls. Windows in new additions may depart from historic windows in order to differentiate the new addition from the original window, but should maintain the proportions and relationships of the historic windows.
- Consider removing and replacing non-contributing windows if they have replaced historic windows. If all of the historic windows have been removed and the original window design is unknown, consider replacing newer windows with those that are appropriate to the building's architectural style. Photographic evidence of the windows in place on the building historically should guide the selection of new windows.
- It is not appropriate under any circumstances to replace an existing wood sash (frame) with a vinyl frame windows. Consideration may be given, under very limited conditions, to installing windows of alternative materials that have the same proportions, operation, and color as other wood sash on the building on the rear of the building or in locations otherwise not visible from a public street. Any alternative window replacement materials must be approved by the Landmarks Commission.



Figure 14 - Historic doors in Duncans Mills

Doors

- If possible, replace select components of the door that have deteriorated or have been damaged rather than the entire door. For example, consider replacing its hardware and framing components to make the door functional. Avoid shaving the door to make it fit the door frame.
- To prevent heat loss, consider adding weather stripping, fitting the door to the jamb and frame, and installing a storm door, rather than replacing the door. Select a door that does not obscure the exterior design of the historic door when possible.
- Maintain historic entrances on the building. Avoid covering or filling in existing entrances or adding new entrances, particularly on the primary facades.
- If replacing a historic door, match the original door in type, material, design, and finish (e.g. replace a historic wood paneled door in kind). Also consider preserving the historic frame, jamb, and sidelights by replacing the door only.
- Maintain historic door openings on the building. Avoid covering/filling in or adding new door openings, particularly on the primary facades.
- When adding new doors, ensure that they are compatible with the historic style of the building and maintain the historic ratio of voids (door openings) to solid expanses of walls.
- Consider removing and replacing non-contributing doors if they have replaced historic doors. Ensure that the new doors are appropriate to the architectural style of the building.

Roof Design

Roofs are typically one of the most important design elements of an historic building, but are also important to the historic district as a whole. Roofs and related elements such as cornices, fascia, parapets, brackets, eaves and rafters impart much of the architectural character of a building. The main function of a roof, whether utilitarian or ornate, is to keep water from entering the building and to direct water away from the building's exterior walls. Secondly, roofs are among the most important character-defining features of almost any building and are a key to the building's style. Finally a roof and particularly the cornice or parapet establishes continuity with the surrounding buildings and is a feature of the streetscape. In Duncans Mills false-front roofs are typical of the commercial area.

Guideline: Preserve the roof's historic form, materials, and features, such as eaves, rafter tails, and gutters, when feasible. Whenever possible, repair deteriorated or damaged roof materials and features. If necessary, replace damaged materials and features but maintain their original character-defining features, such as design, particularly the pitch, and proportion.

- Preserve the original pitch and form of the roof as well as the depth of its eave overhang. Preserve the historic architectural detailing associated with the roof.

- Maintain the roof by repairing cracks in chimney masonry where applicable and repairing or replacing loose or missing flashing, shingles and parapet materials, and by installing and maintaining appropriately sized gutters and downspouts.
- If a roof form that is inappropriate to the building has been added in an earlier addition, consider its removal and replacement with a more appropriate form.

Storefronts

These guidelines apply to the commercial buildings in the Duncans Mills Historic District. The storefront refers to the façade's first story and typically includes the main entrance, storefront and transom windows, and bulkheads or kickplate. Storefronts incorporate a large amount of glazing through large storefront windows and glazed doors to advertise merchandise and draw potential customers. Historically, commercial building owners often updated the design of their storefront as new building styles and materials were introduced, merchandising styles changed, or a new business moved in. Due to this constant evolution, storefronts are the most dynamic element of a commercial building.

Guideline: Preserve the building's historic storefront when feasible. Whenever possible, repair deteriorated or damaged components of the storefront. If necessary, replace damaged components but maintain their original character-defining features, such as materials, size, shape, and proportion. It is possible that a later renovation has achieved historic significance in itself.

- Preserve alterations to the storefront that have achieved significance in their own right, when appropriate.
- Maintain the storefront's historic window openings and entrances. Keep windows, including transom windows, and doors transparent by avoiding filling in or covering them.



Figure 15 - Storefront on DeCarley Building

- Maintain the original size, configuration, pattern, and proportion of storefront windows and doors. Maintain the height of the window bulkhead or kickplate. Maintain the existing spandrel panel and remove materials that have been added later to cover the original spandrel panel or transom window, when possible.
- If possible, replace select components of the storefront that have deteriorated or have been damaged rather than the entire storefront. For example, replace a window's sash members or sills or a door's hardware and framing components.
- If replacing a historic component of the storefront, match the new storefront components in terms of design, material, dimensions, details and profiles (e.g. replace a wood glazed door in kind).
- When a storefront has been significantly altered and the historic design is not known, design a new storefront to be compatible with the building's scale, materials, and architectural style. Glazed doors and large fixed storefront windows are appropriate. Use clear glass instead of tinted, opaque or reflective glass.
- If contributing a new bay within an existing storefront with several bays, the new bay may be more contemporary in character, if it utilizes traditional proportions and features. A new bay should not depart from the character-defining features of the historic district and should be, in most instances, set slightly back from the frame of the existing building.



Figure 16 - Porch on the historic Supervisor's Building

Porches and Plazas

Many historic residential buildings in the Duncans Mills Historic District feature porches, a significant character-defining feature. Porches are historically important and prominent; a porch protects an entrance from rain and provides shade and a sense of scale and aesthetic quality to the façade of a building. Porches connect a building to its surroundings by emphasizing its orientation to the street. Most historic architectural styles and building types developed with the porch or entrance as a prime feature of the front façade.

In Duncans Mills, outdoor areas, including porches, plazas, decks and boardwalks, are an integral part of the historic district. These areas are typically located adjacent to rights-of-way in the place of sidewalks, along building frontages, between buildings, and on the rear of buildings, in the case of the commercial buildings along Steelhead Blvd. These areas are important to extending commercial space and creating a lively pedestrian environment in the District.

Guideline. Preserve the building's historic porch when feasible. Whenever possible, repair deteriorated or damaged porch components. If necessary, replace a deteriorated or damaged porch but maintain its original character-defining features, such as its location, materials, size, design, and proportions. If it is missing and the original design is not known, a new porch should be compatible with the style and character of the building. Existing outdoor areas should be preserved, as well as the rights-of-way that make the outdoor areas possible.

- Preserve historic detailing of the porch, such as its posts, balustrades, and brackets. The spacing of the balusters, the height of the railing, and the design, size and shape of porch posts are significant architectural features that should be maintained.
- Replace missing or damaged porch components, such as balusters, posts, and brackets, with new porch components that match the historic details in terms of material, configuration, details, design and finish.
- If possible, replace selective components of the porch that have deteriorated or have been damaged rather than the entire porch. Enclose a porch with transparent materials, such as screens, rather than with opaque materials. Place the new material behind the porch posts. Ensure that it is removable and that its installation does not damage historic materials.
- Consider replacing a historic porch if it has been removed. First research the history of the house to identify photographs or drawings that depict its original design and examine the exterior of the house to find indications of its original location and design. If the original design is not available, construct a porch that is compatible with the building's architectural style and design. Buildings of the same era and style can provide design guidelines; although the new porch should not be an exact replica.
- It is possible to retrofit an existing porch and entrance for compliance with the American with Disabilities Act and maintain its historic character. Refer to National Park Service *Bulletin 22: Making Historic Properties Accessible* at <http://www.nps.gov/hps/tps/briefs/brief32.htm>.

- Augment existing outdoor areas and create new areas where possible when it would enhance the



Figure 17 - Front porch on commercial building

commercial and pedestrian environment in Duncans Mills.

Canopies and Awnings

Canopies and awnings were historically used to shade storefronts and to regulate the temperature inside the building. They can greatly contribute to the storefront's design and to the character of the streetscape. Awnings are generally temporary materials such as canvas or metal, affixed to a framework. Canopies tend to be permanent features of the building. They often have flat or hip roofs, supported by brackets or supports such as simple posts.

Guideline: Preserve the building's historic canopies when feasible. Whenever possible, repair deteriorated or damaged canopies and awnings. If necessary, replace damaged



Figure 18 - Eating deck behind commercial building in Duncans Mills



Figure 19 - Boardwalk between commercial buildings in Duncans Mills

components but maintain their original character-defining features, such as materials, size, shape, and proportion. New awnings should be compatible with the building's scale, materials, and architectural style.

- Preserve historic detailing of the canopy and replace missing details with replicas of historic features.
- If possible, replace selective components of the historic canopy that have deteriorated or have been damaged rather than the entire canopy.
- Design new canopies to be compatible with the architectural style, scale, and materials of the building. In particular, they should correspond to the size and shape of the storefront opening or window. Often historic photographs or surrounding buildings will provide information on an appropriate design for new canopies. Sloped, or shed-style, retractable awnings with a loose skirt are generally the most appropriate form of awning (in contrast to curved awnings).
- Awnings constructed of weather resistant fabric such as canvas are appropriate. Avoid installing vinyl, metal, or plastic awnings.
- Install and locate new awnings so that they do not obscure character-defining features of the storefront or building.
- Attach awnings to the building in a manner that does not cause permanent damage. For example, attach awnings through mortar joints rather than masonry.



Figure 20 - Freestanding painted sign in Duncans Mills



Figure 21 - Rooftop sign in Duncans Mills

Signage

This guideline refers primarily to commercial buildings, which nonetheless may have originally been a residential or other building type. Signs communicate the name of the business; colors and typeface are key design components as well. Signs can provide individuality to a commercial building as well as secondary information, such as store hours and policies. A sign's location, size, materials and imagery provide visual interest to the building and the streetscape. Signs in

Duncans Mills are typically wood painted signs, fixed to the building façade. They are an important component of the built environment.

Guideline: Preserve the building's historic signs when feasible. Whenever possible, repair deteriorated or damaged signs. If necessary, replace damaged components but maintain their original character-defining features, such as materials, size, shape, and design. New signs should be compatible with the building's scale, materials, and architectural style.

- Preserve a building's historic signs, including those affixed to or painted on the building's exterior or carved in the façade. Historic signs may include those from a previous business. Typically it is not appropriate to re-paint historic signs that are on a building.
- Design new signs to be compatible with the scale and style of the historic building. The size and scale of the sign's typography should also be scaled to the size the building or storefront. New signs can be located on signboards spanning above the storefront, can project from the building, or can be applied to awning skirts, the edge of a canopy, or storefront windows. They can also include painted signs, applied letters, and hanging signs, as appropriate.
- Locate and place signs so that they do not obscure the building's significant architectural features, such as cornices, trim, windows or decorative brickwork. They should emphasize existing architectural elements.
- Limit the number of signs on the storefront so that they do not detract from the overall character of the building or the surrounding streetscape.
- Limit the amount of information on the primary sign and select a legible font. Place secondary information, such as store hours and policies, on smaller signs attached to windows, doors, or the sides of the building.
- Attach signs to the building in a manner that does not cause permanent damage. For example, attach and install signs through mortar joints rather than masonry.



Figure 22 - Signage and building lighting in Duncans Mills

Lighting

Lighting can be used to enhance a storefront's visual appeal by highlighting signage and merchandise. It can also be used for security purposes and to create a sense of safety and for pedestrians. In Duncans Mills, goose-neck industrial lights are often used to illuminate painted signage. They are contributing elements of the streetscape.

Guideline: Preserve the building's historic lighting when feasible. Whenever possible,

repair deteriorated or damaged lights. If necessary, replace damaged lights but maintain their original character-defining features, such as materials, size, location, and design. New lights should be compatible with the building's scale,



Figure 23 - Gooseneck light on train depot

- materials, and architectural style and other lights in the historic district.
- Use lighting to highlight the building's architectural detailing.
- Provide indirect lighting. Lighting should provide an even illumination level and should not be overly bright. Avoid installing flashing, pulsating, or moving lights.
- Design new lighting fixtures to be consistent across the façade and to compliment the building's architectural style. Avoid lighting that overpowers the storefront and disrupts continuity within the district.
- Direct sign lighting on the sign itself rather than using it to light the surrounding area. Install separate fixtures for area lighting.
- Install and place new lighting fixtures so that they do not obscure character-defining features of the storefront or building. Whenever possible, install lighting fixtures so that there is no exposed conduit.
- Attach new lighting fixtures to the building in a manner that does not cause permanent damage. For example, attach lighting fixtures through mortar joints rather than masonry.



Figure 24 - Board fence in Duncans Mills

Fences

The following guideline applies primarily to residential buildings. Fences, often incorporated into the private open space in front and on the sides of historic buildings, were designed to harmonize with the buildings to which they are related. They also help unify the building and surrounding streetscape. Fences provide private outdoor space and separate the private space from the street or other public space.

Guideline: Preserve the building's historic fence when feasible. Whenever possible, repair deteriorated or damaged fence components. If necessary, replace a deteriorated or damaged fence but maintain its original character-defining features, such as its location, materials, size, height, design, and proportions. If it is missing and the original design is not known, the design of the new fence should be compatible with the architectural style and character of the building.

- Preserve historic detailing of the fence, such as its posts, pickets, and rails. The spacing and the height of the pickets and the size and perimeter of the fence are important character-defining features.
- Replace missing or deteriorated fence component details, such as posts, pickets and rails, with new components that match the historic fence features.
- If possible, replace selective components of the fence that have deteriorated or have been damaged rather than replace the entire fence.
- Construct a new fence that is compatible with the building's architectural style and design. Similar buildings of the same style and era can provide design guidelines; although the new fence does not have to be exact replica. Fences in the Duncans Mills Historic District are typically wood picket that are low in height, or approximately 36 inches in height. They are also "transparent," or allow you to see through to the front yard. Therefore, low transparent, wood fences are typically more appropriate than high solid fences and fence constructed of chain link or concrete block materials
- Under no circumstances is it appropriate to build a vinyl fence in the Duncans Mills Historic District.



Figure 25 - Example of neutral color scheme in Duncans Mills

Color

Color is not typically a regulated design element in historic districts like the small districts found in Sonoma County. Color is considered a reversible feature that is easily changed. Nonetheless, a few guidelines are included below for consideration in the District.

A color scheme can be used to make the building stand out individually or blend it with surrounding buildings in the historic district. It can also be used to alter the perceived scale of a building and to define and accent architectural features.

- Select a simple color scheme with one base color and one to two accent colors, where applicable.
- Use the same color scheme throughout the building to unify its composition.
- Select a color scheme that is compatible with the historic character of the district.

ADDITIONS TO HISTORIC BUILDINGS

Additions have been constructed on many historic buildings over time, perhaps because the needs of the owner or the use of the building changed. Often, early additions were subordinate in scale to the main building and are located on the side or rear facades; this pattern should be emulated. Dormers are another common addition used to create more habitable space, particularly for residential buildings. If they were constructed during the period of significance, early additions may have achieved significance in their own right.

Guideline: New additions should be designed so that they preserve the character, design, scale, proportions, and dominance of the historic building. Additions that have achieved significance in their own right should be preserved.

- If possible, locate additions on the rear or side facades to avoid detracting from a building's primary façade, which should remain dominant.
- Use a smaller connecting element to join a larger addition to a historic building when this is appropriate.
- Set rooftop additions back from the main façade and limit their visibility from the street.
- Design new additions so that, if they are removed in the future, they do not impair the form, materials, and character-defining features of the building.
- Design new additions so that they are subordinate and differentiated from yet compatible with historic building in terms of materials, size, scale, proportion, and massing. The *Secretary of Interior's Standards* states that new additions should be differentiated from the older building, to prevent the creation of a false historical appearance.
- Consider removing non-contributing additions if they obscure the original building and their removal will not cause substantial damage to the building.

- In order to minimize its visibility from the street, locate new mechanical equipment, electrical service lines, and meter boxes to the side or rear facades of the building, within landscaped areas off the building, or screen them from view.

DESIGN GUIDELINES FOR NEW BUILDINGS

It is possible to add new buildings to the Duncans Mills Historic District and maintain the historic character of the district. New buildings will assist with maintaining the vitality of the District, housing new businesses and residents. However, new buildings should not detract from the district. In particular they should maintain the historic urban design qualities, characteristic landscape and views, and site design of the district. They may add new materials and styles if compatible with the district, these guidelines, and the *Secretary of Interior's Standards*.

Guideline: New buildings should be visually compatible with the existing character of the historic district. They do not have to be designed in a specific architectural style and they should not be designed in imitation of a historic style per se. In areas of the district with a range of architectural styles, scales, and materials, new buildings should help define and unify the district's character-defining features.

Alignment and Orientation

- Orient the new building in a similar manner as the surrounding buildings in the historic district. In most cases, orienting the façade so that it is parallel to and faces the street is appropriate.
- Locate the primary entrance in the same manner as surrounding buildings.
- In most cases include a front porch if the majority of adjacent or similar buildings have one.
- Maintain similar front and side setbacks as found in the historic district. If there is a range of setbacks, locate the new building within this range and create a front yard of a similar depth as adjacent buildings.

Mass and Scale

- Design the mass and scale of the new building to be compatible with surrounding buildings in the historic district. The general height, shape, and proportions of the new building, in particular its façade, should relate to existing surrounding buildings.
- Design the height and width of the building to be compatible with surrounding buildings in the streetscape. Buildings that are one-to-two stories in height are appropriate for the historic district.

Building and Roof Form

- Design the building form to be compatible with surrounding buildings in the streetscape and within the historic district.

- Design the roof form and roofline to be compatible with surrounding buildings in the streetscape and within the historic district. This includes the pitch of the roof and the depth of the eaves. In most cases, a gable or hipped roof is an appropriate roof form.

Materials

- Select building materials that are visually compatible with surrounding buildings in the Historic District. New materials may be considered, with an emphasis on authentic materials, such as corrugated metal. However, it may be appropriate to select wood siding if the surrounding buildings are clad in horizontal wood siding.
- Select a compatible roofing material in pattern, texture, and color.

Architectural Details

- Building design should be responsive to the historic district's overall context and visual character.
- Select architectural details that are compatible with surrounding buildings within the streetscape and within the historic district. Details should be in keeping with those found in the historic district, but should not be exact copies or replicas.
- A contemporary interpretation of historic details is often appropriate. If applied, contemporary features such as brackets, trim, and porches should be in scale with historic features found on surrounding buildings and with other features on the subject building.
- The fenestration pattern on the new building should be compatible with surrounding buildings in the historic district. This includes spacing, proportions, and the ratio of voids (window and door openings) to solids (expanses of wall).

New Accessory Structures

Accessory structures have been constructed adjacent to many historic buildings, typically to add more storage space on a property. They often take the form of detached garages and sheds. These accessory structures are also typically subordinate in scale to the main building and located to the side or the rear of the main building. Historically accessory structures were very plain in contrast to the main structure. If an accessory structure was constructed during the period of significance for the district, accessory structures may have achieved significance in their own right.

Guideline: New accessory structures should be designed so that they maintain the character, design, scale, and proportion of the historic building. Accessory structures that have achieved significance in their own right should be preserved.

- Set new accessory structures back or away from the historic building, so that they are subordinate to the historic building. If possible, locate these structures to the side or rear of the main building to avoid detracting from a building's primary façade, which should remain dominant.

- Design new accessory structures so that they are subordinate in style and differentiated from yet compatible with historic building in terms of materials, style, size, scale, proportion, and massing.
- Design garages so that they are compatible with buildings of similar style and age in the historic district. For example, many garages in the Duncans Mills Historic District are small, detached wood structures located to the rear of the building. Consider following this established pattern.
- Consider removing non-contributing accessory structures if they obscure or detract from the original building.
- If replacing a contributing accessory structure, build the new structure in the same location with the same building footprint when possible.
- Do not design an accessory structure to appear like a ‘small’ version of a high style building with which it may be associated. This is considered adding a sense of false history to a district.

ENERGY EFFICIENCY MEASURES FOR HISTORIC BUILDINGS AND PROPERTIES

There are many reasons why the preservation of historic buildings and building features is often the “greenest” decision that a building owner can make. Many early buildings have inherent energy-efficient advantages. The quality of materials in historic buildings is also often superior to what can be obtained today, particularly wood products, and is therefore more durable. An additional advantage to rehabilitating historic buildings is that the individual building components in a historic building can be repaired, unlike many newly manufactured building components or products, which must be replaced in whole. For example, a wood window frame can be repaired. A manufactured window, such as a vinyl window, must be totally replaced if, for example, a seal breaks. And it is likely that the repaired wood window will last far longer than the replacement vinyl window.

However, many historic building owners are interested in making their historic buildings more energy efficient. Historic buildings can be retrofitted to be more energy efficient and still preserve their historic character. For example, it is far more effective to insulate attic floors and basement ceilings and openings between the attic and basement into the main portion of the building than to replace windows. These measures have the added benefit that they typically do not alter the exterior appearance of a building. (Note that walls may also be insulated but best practices should be followed to ensure that the method chosen does not trap moisture within the walls or damage historic materials.)

To make historic buildings more energy efficient, the National Park Service recommends that the following steps be undertaken (*Grimmer, 2011:1*). The first step is to identify and assess the existing (or lost) energy-efficient characteristics of the historic building. In other words, the role that the building’s design, materials, type of construction, size, shape, site orientation, and surrounding landscape relative to the prevailing climate plays should be assessed. Then improvements should be planned that enhance the inherent energy efficiency of a building and retain and complement the original building, site and context.

The role that historic building components play together should also be considered. For example, porches and shutters can help keep a building cool, and operable, transom windows and screen doors can improve air flow and cross ventilation. Good maintenance practices are another important step in protecting the energy efficiency of historic buildings. These are outlined in more detail below. A third step is to undertake building weatherization and insulation, also discussed below. Lastly, it may be beneficial to invest in new technologies or building components, such as programmable thermostats, attic and ceiling fans, solar panels, etc., where appropriate (*Weeks, 2011:11*).

Additional guidance for making historic structures more energy efficient is noted below.

Site planning

- Utilize the existing site design of the building and landscaping to preserve and enhance the naturally sustainable aspects of a property wherever possible, while preserving historically appropriate vegetation and landscape elements. Natural, sustainable landscaping may include shade trees and native plants. Alternative landscape elements that increase sustainability may include permeable paving, bioswales, and similar materials and features.
- When planning a new addition or alteration to an existing historic structure, consider orienting the addition for maximum energy efficiency when possible and appropriate for the historic character of the building and/or setting.

Building features and elements

- Retain and/or replace the inherently sustainable features of a historic building such as functional shutters, operable windows, storm windows, transom windows, awnings, porches, vents, roof monitors, cupolas, skylights, and naturally-lit corridors where appropriate.
- Operable windows can be both historically significant and important to retaining the natural energy efficiency of a structure. Operable windows allow for controlled heat gain and loss, and support good air flow and cross ventilation without artificial means. To support the natural energy efficiency of windows, they should be maintained on a regular basis to ensure that they function properly and are operable. Weather stripping and caulking should be used, as appropriate, to make them weather-tight.
- When windows cannot be repaired, compatible and energy-efficient replacement windows that match the appearance, size, design, proportions and profile of existing historic windows may be considered. Retrofitting historic windows with high-performance glazing or clear film may also be possible if the historic character of the building can be retained.
- Interior or exterior storm windows that are compatible with existing historic windows should be used as appropriate to increase the energy efficiency of historic windows. Storm windows whose configuration matches the historic windows should be considered where possible. Consideration should be given to installing storm windows that are set

back from the plane of the exterior wall surface and feature a historically appropriate finish and color.

- To prevent heat loss at existing historic doors, consider adding weather stripping, fitting the door to the jamb and frame, and installing a storm door, rather than replacing the door. Care should be taken that the storm door does not obscure historic features, where possible.
- Consider the use of energy-efficient lighting, fixtures and appliances before the use of more invasive treatments that may negatively impact the historic appearance of a building.
- Use environmentally-friendly cleaning products that are compatible with historic finishes for maintenance, and sustainable products and treatments, such as VOC paints and adhesives and lead-safe paint removal methods when rehabilitating a building.



Figure 26 - Solar panels discretely placed on an accessory structure

Alternative methods

- Note that if other remedial measures are taken to improve energy efficiency, it may be less necessary to resort to alternative methods. Installing on-site solar technology should be considered in conjunction with or after implementing all appropriate treatments to improve energy efficiency.
- Installing solar devices and technologies within a historic property should be done in a compatible location on a site or on a non-historic building or addition where it will have minimal impact.

- Solar panels should be considered for secondary or rear building facades. When installing solar panels on the roof of a historic building, the panels should not alter the pitch or form of the roof. They should be located on the roof's rear or side slope and be lower than the roof's ridgeline, if possible. Visible, raised panels should be avoided whenever possible.
- The use of other alternative energy devices on a historic building should be considered only after other appropriate treatments to improve energy efficiency have been considered. Alternatives may include wind power, cool roofs and green roofs.

Salvage, recycling and re-use

- When existing historic materials and building features cannot be repaired and re-used on an existing historic structure, consideration should be given to re-using materials and features on site; salvaging building materials and features for re-use; and recycling features in environmentally responsible ways.

The following are resources for retrofitting historic buildings for greater energy efficiency.

National Park Service Technical Preservation Services, *The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines on Sustainability for Rehabilitating Historic Building*,. <http://www.nps.gov/history/hps/tps/>

National Trust for Historic Preservation Weatherization Guide,
<http://www.preservationnation.org/issues/weatherization/windows/>

- Home Energy Audits
- Windows Tips and Strategies
- Roofing Tips and Strategies
- Insulation Tips and Strategies
- Mechanical Systems Tips and Strategies.

DUNCANS MILLS HISTORIC DISTRICT SURVEY AND DESIGN GUIDELINES

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APPENDICES

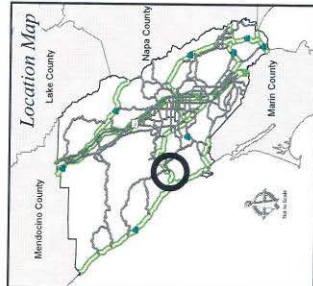
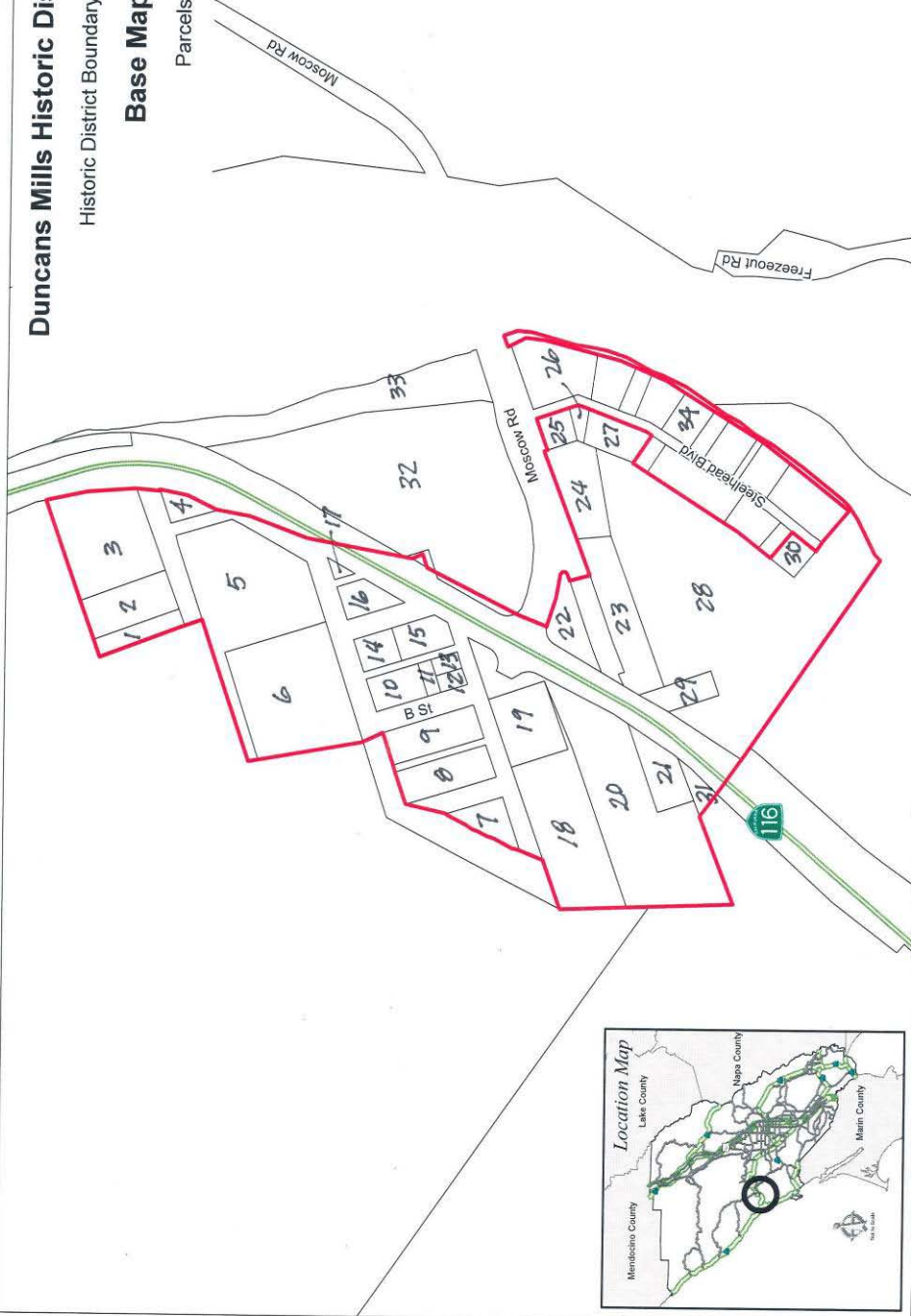
**APPENDIX A:
MAP OF THE DUNCANS MILLS
HISTORIC DISTRICT**

Duncans Mills Historic District

Historic District Boundary

Base Map Data

Parcels



Map Scale and Reproduction methods limit precision in physical features displayed. This map is for illustrative purposes only, and is not suitable for parcel-specific decision making. The parcels contained herein are not intended to represent surveyed boundaries. Assessor's parcel data are current as of June 30, 2008.

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County of Sonoma

Permit and Resource Management Department
2550 Ventura Avenue, Santa Rosa, California 95403
707-565-1900 FAX 707-565-1103



APPENDIX B:
TABLE OF CONTRIBUTING AND NON-
CONTRIBUTING PROPERTIES

PROPERTIES IN SURVEY AREA & DUNCANS MILLS HISTORIC DISTRICT									
Site ID	APN	Assessor Street No.	Assessor Street	Actual Street No.	Actual Street	Name/description	Const. Date	Existing Historic Status	Proposed Historic Status
1	096-160-008					VACANT		Non-contributing	Non-contributing
2	096-160-012			24951	Hwy 116	Superintendent's House	ca	Contributing	Contributing
3	096-160-006			25195	Hwy 116	Ranch house	1965	Non-contributing	Non-contributing
4	096-160-003			25001	Hwy 116	Craftsman bungalow	ca	Non-contributing	Non-contributing
5	096-160-002					VACANT		Non-contributing	Non-contributing
6	096-160-001	25000	B St	25201	B St	Unknown SFR	n.d.	Non-contributing	Non-contributing
		25000	B St	25211	B St	Gable roof SFR	n.d.	Non-contributing	Non-contributing
		25000	B St	25221	B St	Hip roof cottage	ca	Contributing	Contributing
		25000	B St	25231	B St	Cross gable SFR	n.d.	Non-contributing	Non-contributing
7	096-150-001					VACANT		Non-contributing	Non-contributing
8	096-150-002	29001	Main St	NONE	NONE	VACANT		Non-contributing	Non-contributing
9	096-150-003	25199	Main St	NONE	NONE	Landscape feature	NA	Contributing	Contributing
10	096-150-007					VACANT		Non-contributing	Non-contributing
11	096-150-006	25195	B St	25195	Hwy 116	Antiquarian	1934	Non-contributing	Non-contributing
				NONE	NONE	Studio Nouveau	n.d.	Non-contributing	Non-contributing
12	096-150-004	25191	Main St	25193	Main St	Country Stores/Pig Alley	1878	Contributing	Contributing
13	096-150-005	25193	Main St	25191	Main St	Cape Fear	1976	Non-contributing	Non-contributing
				25185 A & B	Main St	Tea shop	1946	Non-contributing	Non-contributing
14	096-150-009					VACANT		Non-contributing	Non-contributing
15	096-150-025	25171	Main St	25171	Main St	Worldly Goods	1877	Contributing	Contributing
				25171	Hwy 116	Wine & Cheese Tasting	ca	Contributing	Contributing
				25171	Main St	John Orr's Stores	ca	Non-contributing	Non-contributing
16	096-150-020	25171	Hwy 116	NONE	NONE	VACANT		Non-contributing	Non-contributing
17	096-150-019					VACANT		Non-contributing	Non-contributing
18	096-150-029	25250	Main St	NONE	NONE	Scotta School	1885	Contributing	Contributing
19	096-150-013	25200	Hwy 116	25200	Hwy 116	Duncans Mills General Store	1888	Contributing	Contributing
				NONE	NONE	Main house - gable on hip	ca	Non-contributing	Non-contributing
				NONE	NONE	House 2 - Front gable cottage	ca	Non-contributing	Non-contributing
				NONE	NONE	House 3 - U-shaped cottage	ca	Non-contributing	Non-contributing
20	096-150-028					VACANT (JUNK YARD)		Non-contributing	Non-contributing
21	096-150-018	25457	Hwy 116	25457	Hwy 116	Residence & outbuildings	n.d.	Non-contributing	Non-contributing
22	096-150-027	23600	Moscow Rd	23600	Moscow Rd	Depot Museum	1907	Contributing	Contributing
				23600	Moscow Rd	Train (caboose)	1909	Contributing	Contributing
23	096-150-021	25377	Steelhead Blvd	25385	Steelhead Blvd.	State of California	1982	Non-contributing	Non-contributing
				25377	Steelhead Blvd.	Gold Coast Coffee	1982	Non-contributing	Non-contributing
				25375	Steelhead Blvd.	US Post Office	1982	Non-contributing	Non-contributing
				25389	Steelhead Blvd.	Trains (3)	1902/1910	Non-contributing	Non-contributing
24	096-140-016			25275	Steelhead Blvd.	Blue Heron Restaurant	1880	Contributing	Contributing
25	096-140-015			25191	Steelhead Blvd.	VACANT		Non-contributing	Non-contributing
26	096-140-014	25209	Steelhead Blvd	NONE	NONE	VACANT (driveway)		Non-contributing	Non-contributing
27	096-140-023			25233	Steelhead Blvd.	The Inn at Duncans Mills	ca	Non-contributing	Non-contributing
28	096-140-021			25387	Steelhead Blvd.	Duncans Mills Campground	1971	Non-contributing	Non-contributing
29	096-150-024	NONE	Hwy 116	NONE	NONE	VACANT		Non-contributing	Non-contributing
30	096-140-010			25365	Steelhead Blvd.	None	ca	Non-contributing	Non-contributing
31	096-140-022					VACANT		Non-contributing	Non-contributing
	096-150-031	25381	Steelhead Blvd	VACANT	VACANT	RIGHT-OF-WAY			
	096-150-026	NONE	Hwy 116	NONE	NONE	VACANT			

SURVEYED PROPERTIES									
Site ID	APN	Assessor Street No.	Assessor Street	Actual Street No.	Actual Street	Name/description	Const. Date	Existing Historic Status	Proposed Historic Status
2	096-160-012			24951	Hwy 116	Superintendent's House	ca 1878	Contributing	Contributing
3	096-160-006			25195	Hwy 116	Ranch house	1965	Non-contributing	Non-contributing
4	096-160-003			25001	Hwy 116	Craftsman bungalow	ca 1925	Non-contributing	Non-contributing
6	096-160-001	25000	B St	25201	B St	Unknown SFR	n.d.	Non-contributing	Non-contributing
		25000	B St	25211	B St	Gable roof SFR	n.d.	Non-contributing	Non-contributing
		25000	B St	25221	B St	Hip roof cottage	ca 1900	Contributing	Contributing
		25000	B St	25231	B St	Cross gable SFR	n.d.	Non-contributing	Non-contributing
9	096-150-003	25199	Main St	NONE	NONE	Landscape feature	NA	Contributing	Contributing
11	096-150-006	25195	B St	25195	Hwy 116	Antiquarian	1934	Non-contributing	Non-contributing
				NONE	NONE	Studio Nouveau	n.d.	Non-contributing	Non-contributing
12	096-150-004	25191	Main St	25193	Main St	Country Stores/Pig Alley	1878	Contributing	Contributing
13	096-150-005	25193	Main St	25191	Main St	Cape Fear	1976	Non-contributing	Non-contributing
				25185 A & B	Main St	Tea shop	1946	Non-contributing	Non-contributing
15	096-150-025	25171	Main St	25171	Main St	Worldly Goods	1877	Contributing	Contributing
				25171	Hwy 116	Wine & Cheese Tasting	ca 1880	Contributing	Contributing
				25171	Main St	John Orr's Stores	ca 1885	Non-contributing	Non-contributing
18	096-150-029	25250	Main St	NONE	NONE	Scotia School	1885	Contributing	Contributing
19	096-150-013	25200	Hwy 116	25200	Hwy 116	Duncans Mills General Store	1888	Contributing	Contributing
				NONE	NONE	Main house - gable on hip	ca 1880	Non-contributing	Contributing
				NONE	NONE	House 2 - Front gable cottage	ca 1880	Non-contributing	Contributing
				NONE	NONE	House 3 - U-shaped cottage	ca 1880	Non-contributing	Non-contributing
21	096-150-018	25457	Hwy 116	25457	Hwy 116	Residence & outbuildings	1910	Non-contributing	Non-contributing
22	096-150-027	23600	Moscow Rd	23600	Moscow Rd	Depot Museum	1907	Contributing	Contributing
				23600	Moscow Rd	Train (caboose)	1909	Non-contributing	Contributing
23	096-150-021	25377	Steelhead Blvd	25385	Steelhead Blvd.	State of California	1982	Non-contributing	Non-contributing
				25377	Steelhead Blvd.	Gold Coast Coffee	1982	Non-contributing	Non-contributing
				25375	Steelhead Blvd.	US Post Office	1982	Non-contributing	Non-contributing
				25389	Steelhead Blvd.	Trains (3)	1902/1910	Non-contributing	Contributing
24	096-140-016			25275	Steelhead Blvd.	Blue Heron Restaurant	1880	Non-contributing	Contributing
30	096-140-010			25365	Steelhead Blvd.	None	1950	Non-contributing	Contributing
32	096-170-006			23450	Moscow Rd	Russian River Rodeo	1965	Non-contributing	Non-contributing
33	096-170-007			25150	Steelhead Blvd.	Russian River Sportsmen's Club	1936	Non-contributing	Contributing
34	096-140-005			25260	Steelhead Blvd.	None	ca 1890	Non-contributing	Individually eligible

APPENDIX C:
DEPARTMENT OF PARKS AND
RECREATION (DPR) FORMS

APPENDIX D:
PHOTOGRAPHS OF PROPERTIES THAT
ARE LESS THAN 45 YEARS OLD



3 – 25195 Hwy 116, APN 096-160-006



12 – 25193 Main Street, APN 096-150-005



15 - 25171 Main Street, APN 096-150-025



23 - 25385 Steelhead Blvd., APN 096-150-021



23 – 25377 Steelhead Blvd., APN 096-150-021



23 – 25375 Steelhead Blvd., APN 096-150-021



27 – 25233 Steelhead Blvd., APN 096-140-023



27 – 25233 Steelhead Blvd., APN 096-140-023



28 – 25387 Steelhead Blvd., APN 096-140-021 (see also 096-140-015, outside district)

APPENDIX E: GLOSSARY OF TERMS

GLOSSARY OF TERMS

Note: Most of the definitions below are derived from *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, or Cyril M. Harris's *American Architecture, An Illustrated Encyclopedia*. See "References" for additional information.

Alignment: The arrangement of objects along a straight line.

Architectural features: Prominent or significant parts or elements of a building or structure.

Articulation: Minor variation in the massing, setback, or height of a building, such as bay windows, porches, entrances or eaves that defines the structure.

Association: As related to the determination of "integrity" of a property, association refers to the direct link between a historic property and an important historic event, activity or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

Bracket: A supporting member for a projecting element or shelf, sometimes in the shape of an inverted L and sometimes as a solid piece or triangular truss.

Board-and-Batten: Wood siding construction in which vertical boards are covered at the joints by narrow wood strips.

Building: A "building", such as a house, barn, church, hotel, or similar construction is created principally to shelter any form of human activity. The term "building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.

Canopy: A roofed structure constructed for fabric or other material placed so that it extends outward from a building providing a protective cover for doors, windows, and other openings, supported by the building and supports extended to the ground directly under the canopy or cantilevered from the building.

Clapboards: Horizontal wooden boards that form the outer skin of the walls of many wood frame houses.

Compatibility: The size and character of a building element relative to other elements around it.

Context: The characteristics of the buildings, streetscape, and landscape that support or surround a given building.

Contributing building: A building within a historic district constructed during the period of significance of the district and retaining integrity.

Cornice: The molded horizontal projection that crowns or finishes the top of a wall where it meets the edge of the roof.

Design: As related to the determination of “integrity” of a property, design refers to the elements that create the physical form, plan, space, structure and style of a property.

District: A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, and/or objects united historically or aesthetically by plan or physical development.

Dormer: A roofed structure projecting from a sloping roof to allow for a vertical window or other opening into the room. A dormer can have a gable, hip or shed roof, and can be inset into the roof or project from its surface.

Double-hung window: A window with two sashes (the framework in which window panes are set), each moveable by a means of cords and weights.

Eave: The underside of a sloping roof projecting beyond the wall of a building.

Elevation: A drawing showing the vertical elements of a building, either interior or exterior, with all of the features shown as if in a single vertical plane.

Façade: The front or principal exterior face of a building, any side of a building that faces a street or other open space.

False front: A front wall which extends above the roof or beyond the sides of a building to create a more imposing façade.

Feeling: As related to the determination of “integrity” of a property, feeling refers a property’s expression of the aesthetic or historic sense of a particular period of time.

Fenestration: The arrangement and design of windows and other openings on a building’s façade.

Form: The overall shape of a structure.

Gable: The portion of an end wall of a building above the eaves or cornice usually adjoining a pitched roof and usually triangular in shape.

Gothic Revival style: A style of architecture based on Gothic architectural element and forms that was popular in the United States from about 1830 to 1880 and was most often seen in country houses, churches, and some public buildings. Typical elements of this style include steeply pitched gable roofs; decorative brackets, finials, and ornamented verge boards; pointed arches, particularly for window openings; use of hood or label moldings; and incorporation of towers or turrets, and other picturesque elements.

Greek Revival style: A style of architecture based on Greek precedents and popular in the United States from about 1820 to 1860. Typical elements of this style include strict symmetry, severe lines, a low-to-medium pitched gable or hipped roof, pedimented gable ends or pronounced cornice returns, a strong cornice line, and porches with regularly placed columns or supports.

Italianate style: A style of architecture popular in California in the 1860s and 1870s, about loosely based on rural Renaissance farmhouses in northern Italy, and varying from picturesque villas with ornate detailing and asymmetrical massing to restrained and rigidly symmetrical town houses and commercial buildings. Typical elements include multiple stories, bracketed cornices, low-pitched pyramidal roofs, and narrow, hooded, framed or bracketed windows, often with a one-story front porch.

Infill: In a historic district, the construction of a new building within the district.

Integrity: As defined by the National Park Service, a property exhibits integrity if most of the aspects of integrity are intact, particularly those that are most relevant to the significance of the property, and if the property dates from its established period of significance. The aspects of integrity are: location, design, setting, materials, workmanship, feeling and association. A historic district that retains integrity is one in which the majority (typically about 60%) of its individual elements or properties retain integrity and date to its established period of significance.

Lintel: A horizontal structural member such as a beam of wood or stone that spans the top of an opening in a door or window to support the weight above it.

Mass: The physical size and form of a structure.

Material: As related to the determination of ‘integrity’ of a property, material refers to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

Molding: A long, narrow band or strip of material, typically wood or stone, with a constant profile or section, used as a decorative element at the edges of or joints between surfaces on bases, capitals, cornices, doors, panels, and windows.

Non-contributing building: A building within an historic district constructed outside the period of significance for the historic district, or a building that does not retain integrity.

Orientation: In urban design, the relationship of a building to the street or other public feature. The primary entrance to a building plays an important role in defining the orientation of the building.

Period of Significance: The span of time in which a property or a historic district attained its significance, typically the period in time in which its associations occurred, such an important event, association with an important person, or a period of architectural development.

Preservation: The act or process of applying measures to sustain the existing form, integrity and materials of a building or structure, and site. It may include initial stabilization and ongoing maintenance of historic materials and features.

Queen Anne style: A style of architecture, popular in the United States from about 1885 to 1910, based on a romantic reinterpretation of the earlier Queen Anne style. Typical elements include an asymmetrical form, often with a wrap-around porch; use of multiple, contrasting materials and textures in exterior cladding; multiple roof forms, including gables and hip roofs; the use of

dormers, towers and turrets to enliven the building form; and the use of applied decoration in the form of ‘gingerbread’ or decorative elements borrowed from other styles or eras.

Roof: The structure that caps or covers a building, including all materials and constructions to support it. Forms include the following:

Gable Roof features a single slope on each side of a central ridge.

Gambrel Roof features two slopes or flat surfaces on each side of a central ridge.

Hip Roof features adjacent flat surfaces that slope upward from all sides of the perimeter of a building.

Shed Roof features one slope composed of a single flat plane.

Jerkin-head Roof (clipped gable) is similar to gable but with a clipped end that assumes a hip shape.

Scale: The proportional relationship between buildings elements; in urban design, the relationship of a building to other built elements.

Setting: As related to the determination of “integrity” of a property, setting refers to the physical environment of a historic property.

Shingle: A thin piece of slate, tile, or wood used as an exterior covering on sloping roofs and/or walls.

Shiplap: An overlapping, joint the long edges of two boards, typically formed by a continuous, rectangular notch on opposite sides of both edges of each board; used to make a weather-tight joint for siding.

Siding: The nonstructural exterior wall covering of a wood frame building; types include horizontal board, shingle, board-and-batten, and various substitute materials; also seen as “cladding.”

Sill: The lowest horizontal member in a frame or opening for a window or door.

Stick style: An architectural style of wood-frame houses popular in the United States from about 1860 to 1890 that emphasized exterior wall patterns of varying textures divided by a rectangular grid of flat boards that typically expressed the inner structure of the building. Typical elements include asymmetrical massing, steeply pitched cross gable roofs, decorative trusses, brackets below overhanging eaves, and applied decorative elements.

Streetscape: The visual character of a street made up by a combination of elements, including the design of the cross section, the buildings enclosing each side, views along the route or at a distance, and decorative elements, including greenery, signage, and street fixtures.

Structure: The term “structure” is used to distinguish from a “building” those functional constructions made usually for purposes other than creating human shelter.

Stucco: An exterior wall covering consisting of Portland-cement mixed with lime, applied over a wood or metal lath.

Vernacular: A building built that is not designed by an architect or someone with formal design training; often based on traditional or regional forms; the style of a simple building with modest detailing and form, as opposed to a specific architectural style.

Visual continuity: A sense of unity among elements of the built environment due to similarities in alignment and orientation, form, scale, style, and/or detailing.

Window: An opening, generally in the external wall of a building, to admit light and/or air; usually glazed. The framework in which the glass is set is called a sash. A sash may be fixed (stationary) or move within the fixed frame. The glass may consist of one large pane of glass or may be subdivided into smaller panes or lights, divided by thin members called muntins.

Workmanship: As related to the determination of “integrity” of a property, workmanship refers to the physical evidence of the crafts of a particular culture, people, or artisan.